# The Mining Journal
## AND COMMERCIAL GAZETTE.

No. 191.—Vol. VIII.] LONDON: SATURDAY, APRIL 20, 1839. [Price 6d.


MINE MATERIALS FOR SALE, BY AUCTION, AND WITHOUT RESERVE, at GREAT WHEAL VENTURE MINE, St. Dennis, Cornwall, on Tuesday, the 7th day of May next, the following valuable

MACHINERY AND MATERIALS,

the greater part of which is nearly new, and the whole constructed on the most approved principle, and well worthy the attention of Miners, Builders, and others, viz.—A 50-inch STEAM-ENGINE, with boiler complete, a 27-inch ROTATIVE ENGINE, with boiler, whim-cage, pulleys, twenty-four heads of stamps, &c., complete, capstan and shears, eighty fathoms of 12-inch capstan rope, thirty fathoms 11-inch rods, twenty-four 9-feet 12-inch pumps, eight 9-feet 10 inch ditto, one 12-inch, one 11-inch, and one 9-inch door-pieces and doors, one 11-inch and one 9-inch working-pieces, three windbores, one 12-inch H-piece, one 9-feet 12-inch plunger pole, case, box, and glands, stropping-plates and bolts, staples and glands, smiths' and miners' tools, weights, ten cwt. of steel, scrap and cast-iron, three smiths' bellows, two anvils, vice, two forges, two horse-whims, whim-ropes, whim-kibbles and chain, TWO SIX-HEAD STAMPS, with 16-feet wheels, flat whim-rope. A large quantity of valuable Oak and other timbers, in suitable lots, barrows, ladders, chests, sieves, &c., and a variety of other mining materials. Also the

ACCOUNT-HOUSE FURNITURE,

consisting of beds, hair mattrass, desks, chairs, table, &c.—As it is intended to sell the whole in one day, the sale will begin at Ten o'clock precisely.

GLAMORGANSHIRE.

TO BE LET ON LEASE.—ALL THE SEAMS OF COAL AND CULM lying under the lands of YNISPENLLWCH, the property of J. N. Miers, Esq., situate in the parish of Llangevelach, and within five miles of Swansea, the canal to which port runs through the estate. This fine mineral property possesses all the elements of a most profitable colliery. For particulars apply to Messrs. Brough and Son, mineral surveyors, &c., Neath, Glamorganshire, if by letter post paid.

COAL AND IRONSTONE IN SCOTLAND, ON THE COAST OF EAST LOTHIAN.—TO BE LET for NINETEEN YEARS, with immediate entry, the COAL of the BARONY of SETON, lying about ten miles east from Edinburgh. It consists of several seams of first-rate quality, from two feet nine inches to four and a half feet in thickness, singularly free from the inconveniences with which other coal-fields are troubled; and from the situation it commands an extensive sale from the low district of the county, besides being most convenient for shipping from the harbour of Portseton, near the centre of the field. The IRONSTONE is found in large balls betwixt the coal and the roof, consequently no extra expense is incurred on account of it. It contains from 25 to 28 per cent. of metal, according to an analysis by Dr. Fyfe. There is also a large field of Ironstone on the property, about two miles distant.

For further particulars application may be made to Messrs. Tod and Hill, Writers to the Signet, George-street, Edinburgh, or Mr. James Burnet, Aberlady, by Haddington, either of whom are prepared to conclude an agreement as soon as an adequate offer shall be made.

Edinburgh, April 12.

TO BE LET, ALL THE VEINS OF STONE COAL AND CULM, lying under the MYDDYNFICH ESTATE (containing nearly Three Hundred Acres) situate in the parish of Llandebie, in the county of Carmarthen. The Veins are of various thickness, from two feet five inches to five feet; and altogether consist of twenty-five feet of Coal. A branch of the Llanelly Railway (now in the course of formation) will pass through the property.

For further particulars and to treat apply to Mr. J. G. Jeffreys, solicitor, Swansea; if by letter, postage paid.

WANTED TO PURCHASE, ONE SHARE in the GOGWINON LEAD MINE, near Aberystwith. Address, stating lowest price (post paid) to "A. B.," Mining Journal Office, London.

Swansea, April 15.

BY THE QUEEN'S PATENT.

To Engineers, Railway Directors, Steam-Boat Proprietors, Manufacturers, and others requiring Steam Power.

MESSRS. BUNNETT and CORPE respectfully solicit attention to their new PATENT CONCENTRIC STEAM-ENGINE, which, by its novel formation and arrangements, combine compactness of form, increase of power, speed, and economy in working, to an extent hitherto unattainable. Descriptive plans and particulars, also cards to view the Engine in operation at their ENGINE and PATENT REVOLVING IRON SHUTTER WORKS, Deptford, may be obtained at their office, No. 26, Lombard-street, London.

TWO NEW HIGH PRESSURE ENGINES FOR SALE,

Six and Four Horse-power, very compact and well finished—adapted to work very economically. Engines of the same patterns may be seen in work as above.

THE PATENT SAFETY FUZE, for BLASTING ROCKS in Mines, Quarries, and for Submarine operations. This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonies to its usefulness with which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F. R. S., &c. &c.

"I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuze; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, Bickford, Smith, and Davey, Camborne, Cornwall.

Just published by J. Weale, 59, High Holborn—New Edition,

A TREATISE ON ISOMETRICAL DRAWING, as applicable to Geological and Mining Plans, picturesque delineations of ornamental grounds, perspective views and working plans of buildings and machinery, and to general purposes of Civil Engineering; with details of improved methods of preserving plans and records of subterranean operations in Mining Districts: with Thirty-five Plates. Price 16s.

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By T. SOPWITH, F.G.S., &c. &c.

This day, price 1s.

THEORETICAL and PRACTICAL ESSAY on BITUMEN; setting forth its uses in remote ages, and its revival in modern times, and demonstrating its applicability to various purposes.

"This is one of the best practical treatises we have ever seen on this important subject, and we hail with pleasure its appearance before the public, not more on account of its intrinsic merit than the useful information it contains."—Railway Magazine, April.

London: Effingham Wilson, 18, Bishopsgate-street-within, and sold by all booksellers.

BRITANNIA LIFE ASSURANCE COMPANY,
1, PRINCES-STREET, BANK, LONDON.

CAPITAL—ONE MILLION.

DIRECTORS.

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| William Bardgett, Esq. | Robert Eglinton, Esq. |
| Samuel Bevington, Esq. | Erasmus Robert Foster, Esq. |
| William Fechney Black, Esq. | Alex. Robert Irvine, Esq. |
| John Brightman, Esq. | Peter Morrison, Esq. |
| George Cohen, Esq. | William Shand, Jun., Esq. |
| Millis Coventry, Esq. | Henry Lewis Smale, Esq. |
| John Dorwett, Esq. | Thomas Tood, Esq. |

Medical Officers—William Strong, M.D., and Ebenezer Smith, Esq., Surgeon.
Solicitor—William Bevan, Esq., Old Jewry.

ADVANTAGES OF THIS INSTITUTION:

A most economical set of tables—computed expressly for the use of this Institution, from authentic and complete data, and presenting the lowest rates of assurance that can be offered without compromising the safety of the Institution.

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| | £ | s. | d. | £ | s. | d. | £ | s. | d. | £ | s. | d. | £ | s. | d. |
| 20 | 1 | 1 | 4 | 1 | 5 | 10 | 1 | 10 | 11 | 1 | 16 | 9 | 2 | 3 | 9 |
| 30 | 1 | 6 | 4 | 1 | 12 | 2 | 1 | 19 | 1 | 2 | 7 | 4 | 2 | 17 | 6 |
| 40 | 1 | 16 | 1 | 2 | 4 | 4 | 2 | 14 | 6 | 3 | 7 | 8 | 4 | 3 | 4 |
| 50 | 2 | 16 | 7 | 3 | 9 | 4 | 4 | 3 | 3 | 5 | 6 | 3 | 6 | 18 | 7 |

Officers in the army and navy engaged in active service, or residing abroad, and persons afflicted with chronic disorders not attended with immediate danger, assured at the least possible addition to the ordinary rates, regulated in each case by the increased nature of the risk. Prospectuses, and every requisite information as to the mode of effecting assurances, may be obtained, either by letter or personal application, at the office of the company.

PETER MORRISON, Resident Director.

ANTI DRY-ROT COMPANY.—At a Meeting of shareholders of this company, held at the office, Lime-street-square, this 12th day of April,

WILLIAM REVELL VIGERS, Esq., in the chair;

It was moved by Mr. Cazenove; seconded by Captain Ewbank, and resolved unanimously,

That the proposition read by Mr Sewell, for the equitable arrangement of the shares of the Company, be adopted.

Moved by Mr. S. Amory; seconded by Mr. Hutchinson, and resolved unanimously,

That Mr. Collett is highly deserving of the thanks of this Meeting and of the shareholders for his talent and conduct in the late investigations of the affairs of the company, and that he be requested to ascertain the holders of the shares and the amount paid by such shareholders severally, in such way as he shall deem expedient, and his decision to be final.

Moved by Mr. Mercier; seconded by Mr. A. J. Valpy, and resolved unanimously,

That the transfer books be opened on Monday next for the registration of transfers of shares which have been sold prior to the 31st March last.

W. R. VIGERS, Chairman

The Chairman having left the chair,

Moved by Mr. Cazenove; seconded by Mr. T. Tilson, and resolved unanimously,

That the thanks of this Meeting are due to Mr. Vigers, the Chairman, for his exertions in the affairs of the Company.

Moved by Mr. S. Amory; seconded by Mr. Collett, and resolved unanimously,

That the thanks of the Meeting be given to Mr. Sewell, the solicitor.

For the Secretary, WILLIAM FIELD.

2, Lime-street-square, April 12.

ANTI DRY-ROT COMPANY.—Notice is hereby given, that the TRANSFER BOOKS of the company will be OPEN from Monday, the 15th day of April inst., to the 1st of May next, for the Registration of Transfers of Registered Shares, which have been sold prior to the 31st day of March last.

For the Secretary, WILLIAM FIELD.

2, Lime-street-square, April 19.

ANTI DRY-ROT COMPANY.—Notice is hereby given, that all CLAIMS for SHARES made in pursuance of the resolutions of the Meeting held this day, will be RECEIVED at the office in Lime-street square, on TUESDAYS, THURSDAYS, and SATURDAYS, between the hours of Ten and Four.

2, Lime-street-square, April 12. For the Secretary, WILLIAM FIELD.

EAST CORNWALL MINING ASSOCIATION.—At a Special General Meeting of the shareholders of this Association, held at the office of the association, on Tuesday, the 16th of April, pursuant to advertisement,

D. W. WITTON, Esq., in the chair;

Resolved, That it is indispensably necessary to raise additional funds, to defray law expenses, advances, and otherwise carry on the affairs of the association.

Resolved, That the Trustees be empowered to issue 2822 new £6 shares amongst the present shareholders, in proportion to the number of shares at present held by each; and that for such shares £3 each only be paid, provided that they be accepted and paid for on or before the 1st of May. And, in the event of the whole number of shares not then being appropriated, the Trustees be empowered to dispose of the remaining shares amongst the shareholders or others at the same rate.

Notice is hereby given, in accordance with the above resolutions, that in order to make the proper allotment to such of the shareholders as are willing to avail themselves of the same, they are required (by letter, post paid) addressed to the Secretary, on or before Thursday, the 25th instant), to state the number of shares they now hold, and what number of the new shares they wish to have.

By order of the Trustees,

8, Austin-friars, April 18. B. SAMUEL, Sec.

STOCKTON AND HARTLEPOOL RAILWAY.
CONTRACT FOR STONE BLOCKS, LARCH SLEEPERS, AND POST AND RAIL FENCING.

The directors of the above railway will meet at their office (adjoining Messrs. Jackson and Skinner's offices) in Stockton-upon-Tees, on Tuesday, the 14th day of May next, at Twelve o'clock at noon, to receive TENDERS for supplying the company with the above materials. TWENTY-FIVE THOUSAND STONE BLOCKS, FOUR THOUSAND SLEEPERS, and about TEN MILES in length of FENCING, will be required. No Tender will be received for a less quantity than five hundred stone blocks or wood sleepers, nor for a less length of fencing than one mile.

Further particulars, with a specification, may be had on application to George Leather and Son, Civil Engineers, Leeds; or to

R. WARD JACKSON, Solicitor, Stockton,

Stockton, April 16. Clerk to the Company.

STOCKTON AND HARTLEPOOL RAILWAY.
CONTRACT FOR IRON RAILS AND CHAIRS.

The directors of the above railway will meet at their office (adjoining Messrs. Jackson and Skinner's offices) in Stockton-upon-Tees, on Tuesday, the 14th day of May next, at Twelve o'clock at noon, to receive TENDERS for MALLEABLE IRON RAILS, of which about nine hundred tons will be required; also for the CAST-IRON CHAIRS or PEDESTALS required for that quantity of Rails.

Patterns may be seen, and a specification and further particulars may be had, on application to George Leather and Son, Civil Engineers, Leeds; or to

R. WARD JACKSON, Solicitor, Stockton,

Stockton, April 16. Clerk to the Company.

MANCHESTER AND DERBY RAILWAY.—
PUBLIC MEETING AT MACCLESFIELD.

At a very numerous Meeting of the inhabitants of the borough of Macclesfield, held at the Town Hall, on Wednesday, the 10th day of April instant, in pursuance of a requisition signed by upwards of two hundred householders, including the principal bankers, merchants, manufacturers, and gentry of the town and neighbourhood, WILLIAM POTTS, Esq., Mayor, in the chair;

The following resolutions were unanimously agreed to:—

Moved by John Fleet, Esq.; seconded by Mr. Rathbone,

That this Meeting has heard with much satisfaction that a line of railway has been projected from the town of Derby, to the town of Macclesfield, so as to place the populous town of Macclesfield on a main line, connecting Manchester and Stockport with the termini of the North Midland, the Midland, and the Derby and Birmingham Railways, and that active measures are now in progress for carrying the same into effect.

Moved by Samuel Greg, Esq.; seconded by Mr. John Wright,

That a committee, consisting of the following gentlemen, be appointed to correspond with the provisional committees on the line, and be empowered to take such steps as they may deem necessary:—The Mayor, Dr. Swanwick, Mr. Ryle, Mr William Brocklehurst, Mr. Thorp, Mr. Henry Wardle, Mr. Brodrick, Mr. Richard Wood, Mr. C. S. Roe, Mr. Samuel Greg, Mr. Fleet, Mr. John Powell Swanwick, Mr. Martin Swindells, Mr. David Newton, Mr. Thomas Norbury, Mr. Thomas Stringer, Mr. Alderman Thomas Brocklehurst, Mr. Rathbone, Mr. Samuel Higginbotham, Mr. John Cocke, Mr. Jeremiah Clarke, Mr. J. H. Bowick, Mr. Samuel Pearson, Mr. John Norbury, Mr. John Wright, Brook-street.

Moved by Martin Swindells, Esq.; seconded by David Newton, Esq.,

That this project holds out great advantages, not only to the several towns on the proposed line, but to the public at large, and is highly deserving of our most strenuous support, and this Meeting pledges itself to use every exertion towards its accomplishment.

Moved by Samuel Higginbotham, Esq.; seconded by Samuel Thorp, Esq.,

That the Mayor be desired to forward a copy of the above resolutions to the Members for the Northern Division of the County, and the two Members for this Borough, and request them to give their support to a bill for the Manchester and Derby Railway, as soon as it can be brought into Parliament.

[Signed] WILLIAM POTTS, Chairman.

The Mayor having left the chair,

It was moved by John Brocklehurst, Esq., M.P.; seconded by Thomas Grimsditch, Esq., M.P.,

That the thanks of this Meeting be given to William Potts, Esq., mayor, for his conduct in presiding over this meeting.

MANCHESTER AND DERBY RAILWAY.—
PUBLIC MEETING AT LEEK.

At a numerous and influential Meeting of the inhabitants of the town and neighbourhood of Leek, held at the Town Hall in Leek, and by adjournment at the Magistrates' Room, Red Lion Inn (in consequence of the former room being too small), on Thursday, the 11th inst., it was resolved:—

Moved by James Dix, Esq.; seconded by Thomas Smith, Esq., of Whiston Eaves,

That this Meeting rejoices to find that it is proposed to construct a line of railway from the Manchester and Birmingham Railway at Macclesfield, passing near to this town and Cheadle, and between Ashbourne and Uttoxeter, to Derby, there to join the several railways centering in the latter town, to be called the Manchester and Derby Railway.

Moved by A. J. Worthington, Esq.; seconded by John Heigh, Esq.,

That the construction of the proposed line is necessary to the continued prosperity of the trade and manufactures, and will be highly beneficial to the general interests of this town and neighbourhood, as affording the best railway communication to London and the east on the one hand, and to Liverpool, Manchester, and Macclesfield on the other hand.

Moved by Thos. Carr, jun., Esq.; seconded by Joseph Ingleby, Esq., of Oakamoor,

That the country from Macclesfield, and thence to Rocester down the Valley of the Churnet, presents a route well adapted for a railway, abounding with all the requisite materials for its construction and working, including timber and lime, stone, coal, and other minerals.

Moved by Thomas Redfern, Esq.; seconded by Lilley Ellis, Esq.,

That this Meeting pledges itself to use the most strenuous efforts to promote this undertaking, and to secure its construction by all the means in its power, as a measure upon which the vital and permanent interests of this town depend, and that the following gentlemen be appointed a committee to carry out the objects of this resolution, with power to add to their numbers:—Rev. John Sneyd, Richard Gaunt, Esq., John Heigh, Esq., Andrew Johnson Worthington, Esq., Francis Cruse, Esq., Thomas Carr, Jun., Esq., John Leigh, Esq., Alexander Bower, Esq., Anthony Ward, Esq., Matthew Gaunt, Esq., Thos. Redfern, Esq., John Russell, Esq., Thos. Griffin, Esq.

Moved by A. K. Kilminster, Esq.; seconded by Anthony Ward, Esq.,

That the High Constable of this town be requested to forward a copy of the above resolutions to the Members of the Northern Division of this County, and to solicit their strongest support to the bill for the Manchester and Derby Railway as soon as it can be introduced into Parliament.

JOHN SNEYD, Chairman.

MANCHESTER AND DERBY RAILWAY.—
PUBLIC MEETING AT CHEADLE.

At a Meeting of the principal inhabitants of the town and neighbourhood of Cheadle, in the county of Stafford, held, in pursuance of a numerous requisition, at the Royal Oak Inn, Cheadle, on Tuesday, the 16th of April,

THOMAS POWYS, Esq., in the chair,

Moved by J. Cattlow, Esq., seconded by Captain Sneyd,

That this Meeting is informed with much satisfaction that a line of railway is projected from the Manchester and Birmingham Railway at Macclesfield, passing near to Leek, and to this town, and to Derby, and there communicating with the several lines of railway centering in that town; and that such a line of railway will tend greatly to increase the value of property in this town and neighbourhood, and be the means of extending its manufactures, besides a great convenience to the inhabitants.

Moved by John M. Blagg, Esq., seconded by Thomas Brandon, Esq.,

That this Meeting pledges itself to use its most strenuous endeavours to secure the construction of the Manchester and Derby Railway, and that the Chairman of this Meeting be requested to forward copies of these resolutions to the Members for the Northern Division of Staffordshire, soliciting, at the same time, their support in Parliament to this undertaking.

(Signed) THOMAS POWYS, Chairman.

Moved by the Rev. J. P. Jones, Vicar of Alton, seconded by T. L. Marriott, Esq.,

That the thanks of this Meeting be given to the Chairman, for his impartial conduct in the chair.

MANCHESTER AND DERBY RAILWAY.
Capital £1,001,000, in shares of £70 each. Deposit £3 per share.

PROVISIONAL COMMITTEE.

Alexander Bower, Esq., The Oaks, Manchester.
John Ryle, Esq., Henbury Hall, Macclesfield.
Thomas Swanwick, Esq., M.D., Macclesfield.
William Brocklehurst, Esq., Macclesfield.
Anthony Ward, Esq., Leek.
Richard Gaunt, Esq., Leek.
Charles W. Packe, Esq., M.P., Prat House, Leicestershire.
Thomas E. Dicey, Esq., Claybrook Hall, Leicestershire.
James Oakes, Esq., Riddings House, Derbyshire.
John Bright, Esq., Sheffington Hall, Leicestershire.
Douglas Fox, Esq., Mayor of Derby.
Samuel Bean, Esq., Nottingham.
John Horsfall, Esq., Nottingham.
William Hannay, Esq., Nottingham.
Henry Joule, Esq., Nottingham.
George Shaw, Esq., M.D., Leicester.
John Taylor, Esq., Leicester.

With power to add to their number.

Engineer—T. J. Woodhouse, Esq., C.E.
Consulting Engineer—J. U. Rastrick, Esq., F.R.S., F.A.S., and C.E.
Bank—The Commercial Bank of England, Manchester.
Solicitor—T. L. Marriott, Esq., Manchester.

PROSPECTUS.

This line of railway, as described on the plan, will be forty-two miles in length, commencing at the termination of the Manchester and Birmingham Railway at Macclesfield, and passing near Cheadle and Leek, between Ashbourne and Uttoxeter, and terminating by a junction with the Midland Counties, and other railways, at Derby.

The principal grounds for Parliamentary sanction to this measure, as a beneficial one to the public, and as remunerative to the shareholders, are—

1st. As to the long Traffic.—That the line will open the shortest and best communication between Liverpool, Manchester, and Stockport, on the one hand, and Derby, Leicester, Nottingham, Matlock, Belper, Newark, Loughborough, and the Eastern Counties on the other, and an independent route from Manchester to London.

2d. As to the Local Traffic.—That Macclesfield will be on the northern terminus; and the line will pass close to Leek, Cheadle, and Rocester, and between Ashbourne and Uttoxeter, having Derby on its southern terminus. It also passes over the excellent and extensive coal-fields of Biddulph and Cheadle, from which Macclesfield, Leek, and Congleton, will be supplied, and would draw fuel for the adjacent country from the Derby coal-field. The Potteries may be accommodated by a short branch.

3d. That it passes through property belonging chiefly to noblemen and gentlemen whose views are known to be liberal towards such an undertaking. There are no great engineering difficulties to overcome, and the railway will have good working gradients for locomotive engines. Throughout the line are to be found most valuable materials for the construction of the works which can be executed below the average cost of railways.

4th. The execution of this line will add the last and most important link to the great central chain of railway communication, radiating in every direction from its terminations, Manchester and Derby; it will form the cheapest and most convenient line for the public, and is also necessary to preserve and accommodate the current of traffic in its old and obviously natural course, without any long-open or unfair interference with the interests of existing railway companies. It will establish a wholesome competition as to the London and northern traffic, and will prevent any injurious effects which might arise from its being exclusively confined to one line.

5th. That this railway has the peculiar advantage of being unopposed by any rival or competing company. The Midland Counties Railway Company, the North Midland, and the Derby and Birmingham, are interested in its support; but the Manchester and Birmingham Company is, more than any other line, concerned in its success, as the means of bringing an enormous amount of traffic upon their line between Manchester and Macclesfield, and as affording them a truly independent inlet into the London line at Rugby. That portion of their line between Stockport and Macclesfield, the Manchester and Birmingham Company is bound by its Act to construct, under the penalty of not being allowed to divide more than 8½ per cent. dividends, although, without the aid of the proposed Manchester and Derby Railway, it would be unprofitable. Further details will be found in the engineer's report, which will shortly appear. There is, however, the authority of one of the most able and numerous Parliamentary committees, whose report after one of the severest investigations, and longest contests between rival and partly competing companies, distinctly confirms the principal points which are necessary to the success of the undertaking, and the approbation of Parliament.

The twentieth resolution in the report of the Parliamentary committee on the Cheshire Junction Railway Bill, appears, from the printed votes of the House of Commons, to have been passed without a division, on the 31st May, 1836, and contains the following passages:—

"It has been established to the satisfaction of the committee that a line, such as is contemplated by the South Union Company, opening a communication from Manchester and Liverpool through the populous and growing towns of Stockport, Macclesfield, and Leek; to Derby, to Leicester, to Nottingham, and to London; is one highly desirable for the public interest, and highly deserving of favourable consideration in a future session." Also, "It appears strongly to this committee, that in case the projectors of the South Union line should apply to Parliament next year for an Act, and their Bill should be referred to a committee, no Parliamentary opposition, direct or indirect, by either of the present competing lines, *i. e.* the Grand Junction, or Manchester and Cheshire Junction, should be admitted before such committee."

The South Union line, to which the resolution refers, extended from Manchester, by way of Macclesfield and the Churnet Valley, to Burton-upon-Trent; and the only difference of the line now proposed is, that the Manchester and Birmingham Railway Company being obliged to construct the line to Macclesfield, this line forms the continuation from that town by the Churnet Valley to Derby, instead of Burton. The object in proceeding direct to Derby is to shorten, by many miles, the communication with the Eastern Counties, and the railways leading southward, and to avoid the opposition of influential landowners on the line, for ten or twelve miles near Burton; thus rendering the reasons which induced the Parliamentary committee to report so favourably of a Churnet Valley line more strongly applicable to the proposed Manchester and Derby line.

The local traffic, and that between the Eastern Counties and Manchester and Liverpool, is estimated to return a profit of at least £10 per centum, this traffic cannot be abstracted, or competed for, by any other railway. But there appears to be little doubt that the Extension Bill will be thrown out during the present session, and that the Crewe line alone will be constructed; the result of which will be, that the two original projects, called the "South Union" and "Cheshire Junction," will be exactly represented, and all their intrinsic benefits secured to the public under the names of the "Manchester and Birmingham" and "Manchester and Derby" Railways, as first recommended by the committee of the House of Commons; in which case the latter line will be the shortest to London by some miles, and its amount of profit will be very considerably increased. That it will be a valuable investment there can be little doubt, inasmuch as there is no unoccupied ground in the kingdom which has so large a local and terminal, or so active and wealthy a population, or between which there is so constant and so great a traffic in light and heavy goods, or which will be fed at each terminus by so many other railways. Every purpose which the Manchester and Birmingham Extension Railway is likely to answer, will be so effectually attained by the Manchester and Derby Railway, with the addition of many others which the former would not accomplish.

N.B. In the event of the Manchester and Birmingham Railway Company not commencing the construction of such a branch to Macclesfield as will serve the public effectually, as part of the main line to London, before the preparations for an application to Parliament for the present line, it will be necessary to extend the "Manchester and Derby" Railway to a junction with the former near Stockport. For this purpose about £200,000 extra capital would be required, which would, however, produce a greater rate of profit than any other portion of the line.

Applications for shares directly, or through brokers, in the following form, if by letter, post paid, will, for the present, be received by Mr. T. L. Marriott, at the offices of the company, No. 90, Fountain-street, Manchester.

FORM OF APPLICATION.

To the Provisional Committee of the Manchester and Derby Railway Company.

Gentlemen,—I request that you will reserve and secure to me ..... shares in the Manchester and Derby Railway Company, and in consideration of your so doing, I agree, on receiving notice of the allotment, to pay the deposit of £3 per share in respect thereof, or of such as shall be granted to me; and to execute the Parliamentary contract and subscriber's agreement, whenever called upon so to do.

I am, Gentlemen,

Date. Name .....
Residence .....
Trade or profession .....

## PROCEEDINGS OF PARLIAMENT RELATIVE TO JOINT-STOCK COMPANIES.

FRIDAY.

*Preston and Wyre Railway and Harbour, and Preston and Wyre Dock*—Bill read second time, and committed to Sir H. Fleetwood and the North Lancaster list.

*Necropolis Cemetery Company*—Two petitions against; ordered to lie on the table.

*Manchester and Birmingham Extension Railway* (Stone and Rugby)—Sixteen petitions in favour of the application, and complaining of their names being used by the opponents without sanction; ordered to lie on the table, and to be printed.

*Manchester and Leeds Railway*—Petition against; referred to committee on the bill; counsel ordered.

*Birmingham Canal Bill*—Twenty-seven petitions in favour; ordered to lie on the table.—Bill read the second time, and committed to Colonel Anson and the South Stafford list.

*Northern and Eastern Railway* (Nos. 1 and 2) *Bills*—Petition against; ordered to lie on the table.

*Manchester and Birmingham Extension Railway* (Stone and Rugby)—Leave given the select committee on petitions for private bills to report thereon from time to time.

*Necropolis Cemetery Company*—Motion made, and question proposed, "That the bill be now read a second time;"—Amendment proposed to leave out the word "now," and at the end of the question to add the words "upon this day six months;"—Question proposed, "That the word 'now' stand part of the question;"—Amendment and motion, by leave, withdrawn; bill withdrawn.

*London and Croydon Railway*—Two petitions against; referred to committee on the bill.

*Railways*—Committee nominated of Mr. Poulett Thomson, Sir R. Peel, Mr. Shaw Lefevre, Lord Granville Somerset, Mr. Thornely, Lord Viscount Sandon, Mr. Loch, Mr. Freshfield, Sir John Guest, Lord Stanley, Mr. Greene, Sir Harry Verney, Mr. Bingham Baring, Sir James Graham, Lord Seymour; power to send for persons, papers, and records; five to be the quorum.

MONDAY.

*Bishop Auckland and Weardale Railway*—Bill read second time, and committed to Mr. Pease and the South Durham list.

*London and Birmingham Railway*—Petition of trustees of the Warwick and Northampton road, members of the corporation and inhabitants of Daventry, and others, for the insertion of a clause [presented 11th April]; referred to the select committee on railways.

*Manchester and Birmingham Extension Railway* (Stone and Rugby)—Petition of Stafford Stratton Baxter, agent for several parties who have petitioned against the proposed bill, praying for inquiry into the allegation of the petitions presented on Friday last, complaining of the petitioners' names having been used by the opponents of the measure without their sanction, and that the former practice of the House with regard to oppositions on standing orders may not be departed from; ordered to lie on the table, and to be printed.

*Birmingham Canal*—Petition in favour; ordered to lie on the table.

*Brazil Steam Packet Company*—Petition of freighters of steam packets and other vessels to and from Inverness, against; ordered to lie on table.

*South-Eastern Deviation* (Dover) *Railway*—Two petitions against; ordered to lie on the table.

*North Midland Railway*—House informed, that the promoters of the North Midland Railway Bill desired that the said bill might be re-committed, for the purpose of provision being made pursuant to the standing order, "That no such company shall be authorised to raise by loan or mortgage a larger sum than one-third of their capital; and that, until 50 per cent. on the whole of the capital shall have been paid up, it shall not be in the power of such company to raise any money by loan or mortgage," such provision not having been already made, in consequence of the parties promoting the said bill having considered that the said standing order applied only to new railroads.—Ordered, that the bill be re-committed to the former committee for the above-stated purpose; and that the committee have leave to sit and proceed thereupon on Thursday next.

*Great Western Railway*—The House informed, that the promoters of the Great Western Railway Bill desired that the said bill might be re-committed, for the purpose of provision being made pursuant to the standing order, "That no such company shall be authorised to raise by loan or mortgage a larger sum than one-third of their capital; and that, until 50 per cent. of the whole of the capital shall have been paid up, it shall not be in the power of such company to raise any money by loan or mortgage," such provision not having been already made, in consequence of the parties promoting the said bill having considered that the said standing order applied only to new railroads.—Ordered, that the bill be re-committed to the former committee for the above stated purpose; and that the committee have leave to sit and proceed thereupon on Thursday week.

*Northern and Eastern Railway* (No. 2)—One petition against; referred to committee on the bill.—One petition against; referred to committee on the bill; counsel ordered.

*General Cemetery*—Bill reported; ordered to be ingrossed.

*Birmingham and Gloucester Railway*—Petition against; referred to committee on the bill.

*Manchester and Birmingham Railway*—Petition in favour; ordered to lie on the table.

*Railroads* (Ireland)—Petition from Kilcunan and Robin, for participation in the advantage of railway communication; ordered to lie on the table.

*Manchester and Birmingham Extension* (Stone and Rugby) *Railway*—Petition in favour; ordered to lie on the table.

TUESDAY.

*Railways*—Returns of monies to be raised under the sanctions of Acts whereby railroad companies have been incorporated from January, 1826, to January, 1839; and of sums proposed to be raised by railroad companies, session 1839 [ordered 27th March]; ordered to be laid upon the table.

*Bristol and Gloucestershire Railway*—Petition against; referred to committee on the bill; counsel ordered.

*Commercial* (London and Blackwall) *Railway*—Five petitions in favour; ordered to lie on the table.

*General Cemetery*—Bill read third time, and passed.

*Northern and Eastern Railway* (No. 2)—Three petitions against; ordered to lie on the table.

*Rhymney Iron Company*—Bill read second time, and committed to Lord G. Somerset and the Monmouthshire list.

*Birmingham and Gloucester Railway*—Five petitions against; referred to committee on the bill; counsel ordered.

*Manchester and Birmingham Extension* (Stone and Rugby) *Railway*—Petition for bill reported; report referred to the select committee on standing orders.

*Commercial* (London and Blackwall) *Railway*—Petition against; referred to committee on the bill; counsel ordered.

*Manchester and Birmingham Extension* (Stone and Rugby) *Railway*—Petition of Henry Cadwallader Adams, denying the allegations of certain petitions stating that he is opposed to the undertaking; ordered to lie on table.

*Commercial* (London and Blackwall) *Railway*—Reports, together with the minutes of evidence taken before the committees on the London and Blackwall Railway Bill, in the session of 1836, and on the London and Blackwall Commercial Railway Bill, in the session of 1837, referred to the committee on the Commercial Railway Bill of the present session.

*Northern and Eastern Railway* (No. 2)—Bill read second time, and committed to the South Essex list.

*Great Western Railway*—Petition against; referred to committee on the bill; counsel ordered.

WEDNESDAY.

*Brazil Steam Packet Company*—Petition against; ordered to lie on table.

*Stonesman Railway*—Bill reported, and re-committed to the former committee.

*South-Eastern Railway* (Reigate)—Petition against; referred to committee on the bill; counsel ordered.

*Birmingham Canal*—Petition against; referred to committee on the bill; counsel ordered.

*Commercial* (London and Blackwall) *Railway*—Two petitions against; ordered to lie on the table. Petition against; referred to committee on the bill; counsel ordered.—Petition of John Tulloch [presented 11th March] referred to committee on the bill; counsel ordered.

*Commercial* (London and Blackwall) *Railway, and Great North of England Railway Bills*—Resolved, that, under the special circumstances of the cases, those members of the committees on the Commercial (London and Blackwall) Railway Bill, and on the Great North of England Railway Bill, who signed the declaration as appointed by the committee of selection after the chair was taken, but before any other business had commenced, be authorised to attend and vote in the said committees respectively.

*Liverpool and Manchester Extension Railway*—Petition against; referred to committee on the bill; counsel ordered.

*Northern and Eastern Railway* (No. 2)—Petition of Thomas Nias [presented 10th April], referred to committee on the bill; counsel ordered.

THURSDAY.

*Great Western Railway*—Ordered, that the chairman of the committee on the Great Western Railway Bill, constituted of the members who attended this day, do report the said bill on Monday next.

*Liverpool and Manchester Extension Railway*—Four petitions against; referred to committee on the bill; counsel ordered.

*Preston and Wyre Railway and Harbour, and Preston and Wyre Dock*—Petition against; referred to committee on the bill; counsel ordered.

*London and Croydon Railway*—Bill reported; report ordered to lie on the table, and to be printed.

*Manchester and Birmingham Extension Railway* (Stone and Rugby)—Petition of the Earl of Lichfield, denying the allegations contained in the petition of Stafford Stratton Baxter [presented 15th of April]; ordered to lie on the table, and to be printed.—Three petitions in favour; ordered to lie on table.

*North Midland Railway*—Ordered, that the chairman of the committee on the North Midland Railway Bill, constituted of the members who attended this day, do report the said bill on Monday next.

*Birmingham Canal*—Petition against; referred to committee on the bill; counsel ordered.

*Caledonian Canal*—Two petitions for the adoption of measures for putting the Caledonian Canal in a more efficient condition; referred to the select committee on the Caledonian Canal.

*Railway Bills*—Petition of Henry Collinson, for the insertion of clauses in all railway bills, for removing the difficulties which prevent the public from running carriages for hire on railways; ordered to lie on the table.

*Railroads* (Ireland)—Petition from Listowel in favour; ordered to lie on the table.—Petition of the High Sheriff and foreman of the Grand Jury of the county of Monaghan, praying that assistance towards the establishment of railways in Ireland, may be granted in the manner proposed by the petitioners; ordered to lie on the table, and to be printed.

*Mail Coach Contracts*—Copy ordered, "of all contracts entered into by Her Majesty's Postmaster-General and any railway company for the conveyance of the mail, with an account showing, as far as possible, in how far the terms of each such contract exceeds or otherwise the cost of conveying the mail by mail coaches."

*Manchester and Birmingham Extension Railway* (Stone and Rugby)—Petition of Stafford Stratton Baxter, denying that he has made any misrepresentation whatever in his petition presented 15th April, in reference to the property of the Earl of Lichfield; ordered to lie on the table, and to be printed.

## LAW INTELLIGENCE.

### WEST CORK MINING COMPANY.

COURT OF CHANCERY—APRIL 12.

VIGERS *v.* LORD AUDLEY.—Mr. WAKEFIELD and Mr. ROGERS applied partly to vary and partly to confirm the Master's report. The object of the referees was to ascertain the sum due to Mr. Solari, a director of the West Cork Mining Association. He claimed between 1100*l.* and 1200*l.* from the company, which the Master allowed, but from which they contended he ought to have excepted, 426*l.*, the costs of suits in which he was personally concerned, and not as a director of the company.

Mr. JACOB and Mr. TOLLER, on the other side, argued that the Master was right, and that Mr. Solari had advanced 600*l.* and upwards for the company, for which he ought to be reimbursed. The items for costs related to an action impeaching a contract with Lord Audley, which had been declared valid by the Lord Chancellor of Ireland.

Mr. JEMMETT appeared for the sheriff of Surrey, who had levied the amount of Mr. Solari's claim upon the company, and stated his readiness to submit to the order of the court.

The LORD CHANCELLOR said, Mr. Solari was entitled to bring an action for the 600*l.* advanced, and therefore he ought to have the costs of suit. He must also have the costs of the reference, as far as the Master found him to be right in his claim; the cost of the present application to be costs in the cause, and Mr. Solari to be paid out of the fund in the hands of the sheriff.

### THE MANCHESTER AND LEEDS RAILWAY COMPANY.

COURT OF CHANCERY—APRIL 13.

WEBB AND OTHERS *v.* THE COMPANY.—The plaintiffs are trustees for Clare Hall College, of an advowson and land near Wakefield, through which land the defendants' line of railway passes. There is no dispute between the parties as to that part of the land required for the railway; but the defendants, after the railway was completed, desired to purchase about one acre more of the land for the purpose of taking the soil to form an embankment to a part of the railway nearly a mile distant. The plaintiffs objected, and filed this bill to restrain the defendants from going before a jury, in the usual way provided by the Act, to value the land so required by the defendants. The Master of the Rolls refused an injunction, whereupon the plaintiffs appealed to the Lord Chancellor, and the appeal has been argued for parts of the last three days, and the case has been as often noticed.

The LORD CHANCELLOR gave his judgment this morning. He said he was of opinion that two surveyors, independent of either of the parties, and unconnected with the railway, ought to examine the land in question, and state what part of it, or whether the whole, was necessary for the completion and security of the embankment of the railway. Great powers were given to these companies by the legislature for the advantage of the public; but they had also great means of abusing those powers to the injury of individuals, and it ought to be distinctly understood that they must look to the legislature for any extension of their privileges, as the court could not and would not put any construction on the clauses of their Acts of Parliament that was not fully borne out by the technical language of the Acts themselves. In the present case there seemed no doubt that the object of the plaintiffs in filing the bill was not to protect the property from injury, for little further injury could be done to it, but merely to obtain a higher price than the railway company offered. They were nevertheless entitled to have their rights protected; and when the surveyors should make their report, further evidence might be taken of the value of the property, and of the nature of the injury the company's works would produce to the field in dispute.

### LONDON AND BIRMINGHAM RAILWAY COMPANY.

COURT OF QUEEN'S BENCH—APRIL 17.

THE QUEEN *v.* THE DIRECTORS OF THE COMPANY.—In this case a verdict had been returned for the crown, and Mr. CHANNEL applied for a rule *nisi* to set aside that verdict, and to enter it for the defendants. It appeared that the defendants, while occupied in the formation of the railway, had been obliged to interfere with a particular line of road. They subsequently made a new road, which it was alleged was not so convenient as the old road. Mr. Channel rested his motion on the ground that, although the particular piece of road might be injured, still the line of road generally possessed advantages that it had not before, which counterbalanced the particular evil. An objection had been taken to that line of defence, but it was clear that it was invalid, as what had been done here had been done under the authority of an Act of Parliament.—Rule granted.

### LONDON CEMETERY COMPANY.

BAIL COURT—APRIL 18.

Mr. HOGGINS applied to the court for a rule calling upon the directors of the above company to show cause why a writ of *quo warranto* should not issue, commanding them to show by what authority they held and exercised the office of directors of that company. The ground of the application was, that the meeting at which the directors were elected had not been legally convened, and that at the election there were not present, as required by the Act of Parliament establishing the company, twenty-five shareholders or persons holding shares to the amount of 500*l.*

Mr. Justice WILLIAMS said he thought the motion had better be made to the full court.—Application refused.

### THE GOLD DUST ROBBERY.

LAMBETH-STREET.

On Tuesday last, Mr. Henry Solomons, who has for many years past carried on an extensive business as a gold refiner and dealer in precious metals, at 53, Strand, and 9, Coventry-street, Haymarket, was brought into the justice-room by Lea and Roe, on a charge of receiving, well knowing it to have been stolen, two boxes containing 464*l.* worth of gold dust. The officers were sworn, and stated that from the information which they were in possession of they would be prepared on any future day to adduce the most satisfactory evidence of his participation in the robbery.

On the following day Mr. Henry Solomons was again brought up for further examination. Mr. Le Mesurier and Mr. Clarkson, as on the day before, attended for the prosecution, and Mr. Abrahams and Mr. Jemmett, in the absence of Mr. Phillips, appeared on behalf of the prisoner.

Mr. CLARKSON, previous to the inquiry being entered on, asked if Mr. Henry Moss was in attendance, and was answered in the affirmative by Lea and Roe, the officers, who had about an hour previously brought that person to the office in a hackney-coach. Mr. Clarkson then desired that he should be brought forward and charged as one of the principals in the robbery. Moss was then led from the private office, and placed in the centre of the court, a short distance from where Solomons stood at the bar, and the glances of recognition which passed between them appeared any thing but friendly. The prisoner (Moss) is a tall, slender man, of respectable appearance; and is the same person who, it will be recollected, obtained the two boxes containing the extensive property from the steam wharf, on the order of young Cooper, on Monday morning, March 25th; and whom the officers, Lea and Roe, had subsequently traced to New-street, and from thence to a lodging which had been taken for him by his wife, in Mansell-street, Goodman's-fields, to which he had removed the property. His appearance precisely answers the description given of him in the handbills announcing the robbery, with the exception of his whiskers being nearly cut off, and that his anxiety since the robbery has caused him to look much thinner and more care-worn than he had formerly been.

John Roe, the officer, being sworn, and examined by Mr. CLARKSON, stated, that some papers and 140*l.* in bank notes had been handed to him by Mr. Moss, and the numbers of the latter, of which he had on the slip of paper, he produced. Among the papers was an I O U, which he also produced, and which he believed to be in the handwriting of the prisoner Solomons, and of which the following is a copy:—"I O U 1807*l.* H. S." (This was written on the leaf of a memorandum-book, in a miserable scrawl, and in the handwriting of Solomons). Roe proceeded to state that he had had some communication with Moss, and he had no doubt of being able on a future day to show that the notes he produced, as well as the I O U, had direct reference to the robbery.

Mrs. A. Abrahams, a well dressed and respectable looking Jewess, who stated that she was a widow, and lived at the house of her father, Mr. Moses Moses, of Vinegar-yard, near Drury-lane Theatre, on being sworn, said she was well acquainted with the prisoners, Moss and Solomons. On Easter Tuesday she called at the house of the latter, and had some conversation with him in reference to some property which the former had to sell.

Mr. CLARKSON—In point of fact you were the person who negociated some matter of business, the particulars of which I will not at present go into, between Mr. Moss and the prisoner Solomons.—Mrs. Abrahams: I was, Sir.—Mr. CLARKSON: At present I do not wish to ask you any further questions on the subject.

Mr. CLARKSON then requested that the prisoners might be remanded until Tuesday next, when he would be prepared to go into a full disclosure of the facts of the case. It was clear, from the admission of Mrs. Abrahams herself, that she was a *particeps criminis* in the transaction, from having negociated the sale of the property, and that the magistrate, if called on, must commit her until the next examination.

Mr. HARDWICK observed, that he must do so if called on by the prosecutors.

Mr. CLARKSON said, that as Mrs. Abrahams had voluntarily come forward, it was not his wish, or that of his clients, to call for her committal. On the contrary, they would be perfectly satisfied if she remained at the house of and under the care of Roe, the officer, until the next examination.

Mrs. Abrahams complained of the application on the part of the learned counsel, as somewhat harsh towards her; and she could not help expressing some astonishment that her word and intention of coming forward on a future day should be for a moment doubted. But, besides this, there was another reason she felt that she had not been fairly treated, and that was, that her father was out of town, and the management of his business devolved upon her, so that her detention from her home would be of serious loss and inconvenience.

Mr. CLARKSON said, his application was dictated as much for the protection of the witness herself, and perhaps for the preservation of her life, as to prevent the frustration of justice in this case. It was not impossible that efforts might be made to tamper with her, and that, therefore, she might be subjected to insult, if not her life endangered.

Mrs. Abrahams declared that nothing should prevent her coming forward at the next examination, and if there was any doubt on the subject, the gentleman near her (Mr. Abrahams), who was well acquainted with the circumstances and respectability of her father, and who was at present engaged on legal business of much importance, she felt persuaded would be bound for her doing so.

Mr. Abrahams, the gentleman alluded to, however, declined doing so, and it was arranged that a respectable female should remain with the witness until the day of the next examination.

Mr. ROBINSON, who appeared on behalf of Moss, applied to Mr. Hardwick for the discharge of the wife and sister of that prisoner, who, it will be recollected, have been in custody for the last week as accessories to the robbery. He (Mr. Robinson) said he would freely admit that the females were guilty as accessories after the robbery: but as Mr. Moss had voluntarily come forward as a witness of the Crown, and had freely made a statement of the whole transaction, and his participation in it, he hoped that, on the part of the prosecution, no further charge would be pressed against these females.

Mr. CLARKSON said, he could not at present consent to the application; at the same time he would not say that it was, or was not, the intention to proceed against those parties.

The prisoners, Solomons and Moss, were then remanded, and ordered to be kept apart from each other until the next examination. It was also arranged that the Coopers and the other prisoners, who stood remanded on the charge until Thursday, should not be brought up until the time to which the others are remanded.

It appears from circumstances which did not transpire before the magistrates, but which will be fully borne out by the testimony of several witnesses on the next examination, that Solomons purchased the whole of the gold dust, amounting in value to 464*l.* for 200*l.*, and of this sum he gave Moss 190*l.* in bank notes and three sovereigns, and his I O U, as will be seen above, for 1807*l.*, the balance. The 140*l.* in notes, produced by Roe, was a part of the 190*l.*, and formed a portion of the change of a 300*l.* note which Solomons had changed. This 300*l.* he had received in payment of a bar of gold which he sold to Mr. Johnson, of Hatton-garden, on Wednesday, the 3d of April, for 500*l.*, and which, with the two bars sold to Messrs. Bult and Sons, of Cheapside, on the following day, for 1200*l.*, formed a portion of the robbery. It is stated, that many of the circumstances connected with this extraordinary and extensive robbery have been brought to light by the parties concerned in it "Jewing" each other; that it was the intention of Moss to sacrifice the Coopers, and not give them a farthing; and that Mr. Solomons was of opinion, that if the 193*l.* which he paid to Moss was made up to 200*l.*, it would have been a fair equivalent to him for his trouble. Moss and his friends thought otherwise, and hence followed the disclosures that have taken place.

## PROCEEDINGS OF PUBLIC COMPANIES.

### CHESTER AND BIRKENHEAD RAILWAY.

The half-yearly general meeting of the shareholders in this company was held at the Clarendon Rooms, Liverpool, on Wednesday, 10th inst., to receive the report of the directors, and to transact other business.

W. DIXON, Esq., in the chair.

The SECRETARY read the report. It stated, that the directors had little else to report on that occasion, than that the works, after having experienced some delay from the contractors for the Moston portion of the line, were now proceeding with vigour; and congratulated the shareholders on the promptitude with which the calls had been answered, as affording not only the means of accelerating the completion of the works, but as strengthening the confidence of the public in the stability of the undertaking. The report next referred to the project in contemplation for constructing a railway from Chester to Ruabon, as calculated to confer very important advantages on the present undertaking, and concluded by expressing the obligations of the directors to Mr. Stephenson, the engineer, for his attention to the interests of the company, and to Mr. Dixon, the resident engineer, for his indefatigable zeal and constant watchfulness in carrying on the works.—The report of the engineers, showing the state of the various contracts on the line, was next read; after which, a statement of the company's finances, to the 28th of February, 1839, was submitted to the meeting. By the latter it appeared that the receipts amounted to 138,470*l.* 13s. 10d., and the disbursements to 134,368*l.* 19s. 7d.—leaving a balance in hand, at the above date, of 4101*l.* 14s. 5d.

Mr. JOHN JONES moved the adoption of the report. It gave him great pleasure to hear of the satisfactory progress which had been made with the works, and he had no doubt that they would be completed within the stipulated time. He was also glad to hear of the prospect of an extension railway to Ruabon, which would, no doubt, greatly add to the profits of the Chester and Birkenhead line. He could speak with confidence on this subject, as he was well acquainted with the mineral and other resources of that part of Wales.—Mr. J. S. JACKSON seconded the resolution, which was carried unanimously.

The directors having recommended in their report that the number of their board should be increased to eleven, the number allowed by the act of Parliament, from the accession of business anticipated by the opening of the line, the time for which is drawing nigh, the following gentlemen, including those who retired by rotation were unanimously elected:—Mr. Wardell, Mr. Hamilton, Mr. Thomas Booth, Mr. R. Edwards, and Mr. W. Foxbery.

Mr. UNIACKE gave some interesting information to the meeting respecting the proposed extension line to Ruabon. He said that the undertaking was one of the highest importance. The extension railway would go through an excellent coal and iron district. The probability was, that the opening of the proposed line would constitute Chester the great mart for shipping coal. The principal road for travellers into Chester was in the direction of the extension railway. The coal from the neighbourhood of Ruabon, which was of a very superior quality, could be brought to Birkenhead at a less cost than 11s. per ton. The proposed line was, therefore, of the greatest importance to the Chester and Birkenhead company. He had had interviews with the Marquis of Westminster and several other landowners on the line, and they expressed themselves warmly

in favour of the scheme. It was probable that no opposition would be offered to the bill for constructing this line.—In connection with this subject, Mr. G. Stephenson remarked that the coal from the neighbourhood of Ruabon was extremely well adapted for making coke, and there was, therefore, a probability that the Liverpool and Manchester and Grand Junction Companies would be supplied from that source. The expense of the line would not be greater than the Chester and Birkenhead line; and if the only article conveyed were coals, not allowing anything for passengers, his conviction was that it would pay a dividend of six or seven per cent.—In answer to a question by a shareholder, Mr. Uniacke stated, that arrangements were in progress for bringing the undertaking before the public.

A vote of thanks was then passed to the chairman, and the meeting separated.

## DUBLIN AND DROGHEDA RAILWAY.

A special general meeting of the shareholders of this company was held on Saturday, the 13th inst., in the Northumberland-buildings, Dublin. A resolution was proposed to the effect—"That the report of the directors, containing amongst other matters a copy of the resolutions agreed upon at a meeting held at Manchester on the 25th ult., of the English proprietors of the company, holders of shares to the amount of 265,000*l.*, be received and adopted." The second resolution, "That concurring fully with the resolutions adopted at Manchester, we are of opinion that it is the duty of the Irish proprietors and the directors to co-operate cordially with the English proprietors in carrying them out." The third resolution called on defaulters to pay up "the calls," that call to amount to 2*l.* 10*s.* per share, to be made on the 1st of May next. The fourth resolution was to the effect—"That a petition be presented to the legislature from the Irish proprietary, calling for protection and support, and that government will aid the company with a loan, at reduced interest, in constructing a line, as it had received the sanction of the legislature after the most minute and searching inquiry, both with regard to its bearing upon public interests, and the remuneration to result from it to the proprietors."

## PROPOSED MANCHESTER AND DERBY RAILWAY.

A public meeting of the principal inhabitants of Macclesfield was held in the Town Hall of that borough, on Wednesday, the 10th inst., to take into consideration the projected railway from Derby to Manchester, by way of Macclesfield. The Mayor in the chair.

The Chairman detailed the proceedings which had taken place in the town council upon the subject, and observed that a branch from Stockport to Macclesfield would do them no good; if they were to have a railway at all, it should be a main line. He hoped that that meeting would confirm the decision of the town council. Macclesfield must be placed in the same situation with respect to railway communication as other large towns, or she could not exist. In proof of this, he had only to refer to the fact that for ten London buyers who used to come to Macclesfield to purchase goods before the opening of the Birmingham and Manchester Railway there was not one now. They went to Manchester by railway, made their purchases there, and left Macclesfield to take its chance. He (the chairman) concluded by saying that Mr. Marriott would give any information upon the subject which the meeting might require.

Mr. Marriott here entered into a lengthened detail of the course which the intended line would take, and its effects upon the interests of the various towns and districts through which it was proposed to pass. As to the difficulties of getting over Dane's Moss, it was merely a question of expense, several eminent engineers having stated that there was no obstacle that might not be overcome. In conclusion, he assured the meeting that the proposed railway was not a mere line in the clouds, but one that was likely to have a real existence.

Mr. Fleet next addressed the meeting in support of the proposed undertaking. There were two questions to be considered. The one was the interest of this town, of Leek, and the towns of the eastern counties, Leicestershire, Nottinghamshire, and Derbyshire, in connection with the midland counties, and the north midland railways. The other question was the interests of the proprietors. If the railway could be brought direct to Macclesfield, and thence through those towns, there was no doubt that it would not only be of immense advantage to them, but also to the proprietors themselves. It was of immense importance to silk manufacturers to have a rapid communication with London, and he hoped in a short time to see the prospectus and plans of the new company before the public.

Mr. Rathbone thought the undertaking would prove a most profitable one to the proprietors, considering the immense population and the mineral and manufacturing wealth of the districts through which it was proposed to pass.

Mr. Greg and Mr. J. Wright also expressed themselves in favour of the project.

Mr. Swindells (of Bollington) said, on the subject before them he feared that there had been too much apathy in Macclesfield; it appeared to him plain, if they did not avail themselves of the improvements making on the right hand and the left, that they would be left far behind other towns, and ultimately without the benefit of any railway communication whatever with the metropolis.—Mr. S. Higginbotham observed, that the question was one of momentous importance to the manufacturers and tradesmen of the town of Macclesfield, and involved their very existence as a trading community.

J. Brocklehurst, Esq., M.P., said, the Birmingham and Manchester Railway Company had hitherto preserved good faith towards Macclesfield; and so long as they saw symptoms of good faith remaining, the town should endeavour to uphold their own and the company's interests together. If the proposed line were carried, the branch would, by means of the Derby line, become the channel of the eastern trade to Manchester, which he understood to be one of the most beneficial in England.

The meeting was afterwards addressed by Mr. Grimsditch; and resolutions having been passed approving of the proposed line from Derby to Macclesfield, a vote of thanks was passed to the chairman, and the meeting separated.

A meeting of the principal inhabitants of Leek, convened by the High Constable, was held in the Town Hall, Leek, on Thursday, the 11th inst., to receive information relative to the proposed railway from Macclesfield to Derby down the Churnet Valley.

Rev. John Sneyd, of Basford Hall, in the chair.

Thomas Griffin, Esq., the High Constable, opened the business of the meeting by stating the circumstances under which it had been called.

The Chairman read a letter from John Leigh, Esq. (an extensive landed proprietor on the proposed line), expressing his best wishes for the success of the undertaking. He then called upon Mr. Marriott to read the report of the committee of the House of Commons on the South Union and Grand Junction lines.

Mr. Marriott pointed out the different routes from Manchester to London by the railways already formed, and those projected; and stated that the Extension Line from Stone to Rugby would be opposed to this line, and that although by that railway the distance from Manchester to London would be twelve miles less than by the proposed railway from Manchester to Derby, yet that there were no important towns on the Extension line, but that the proposed line would have the advantage of placing the important towns of Macclesfield, Leek, and other places on the main line between Manchester and London; and moreover it would be a more independent line, and would give to the Manchester people the choice of going by either route. He contended that the towns on the line would afford sufficient traffic for the proposed railway, independent of other sources, and the cost of construction would be greatly reduced, by the abundance of materials suited for the purpose on the proposed route. Mr. Marriott then proceeded to read extracts from the report referred to, and observed that the new line would be a great improvement on the South Union Line, as it would save several miles of road to the eastern counties, going as it did to Derby, instead of to Burton-upon-Trent. He concluded by calling upon the gentlemen of Leek, to follow the example of Derby and Macclesfield, and give their support to a railway on which the interests of the town so much depended.

William Potts, Esq., Mayor of Macclesfield, said they must not trust to Manchester in carrying out the undertaking, but do the work themselves.

Mr. Higginbotham, secretary to the Macclesfield committee, next addressed the meeting, and called upon Mr. Marriott to say whether the proposed railway was a *bona fide* undertaking.

Mr. Marriott said he could assure them that this projected railway was a decidedly *bona fide* project, and that there was every prospect of its being ultimately formed. He expected on Saturday next to be able to publish a list of the provisional directors.

The Chairman, seeing the Rev. Mr. Jones present, hoped that that gentleman would be able to state the Earl of Shrewsbury's opinion on the proposed line.

The Rev. Mr. Jones, in answer to the observations of the chairman, said that as he had been requested to state Lord Shrewsbury's sentiments, he would at once say that a railway through Lord Shrewsbury's estate, and verging on his gardens and pleasure grounds, he felt might be objectionable; but if it could be proved that it would not injure that part of the estate, he would be the last person to oppose it.

A series of resolutions, pledging the meeting to support the projected railway, and appointing a committee to carry into effect the object of the several resolutions, was passed unanimously.

## THE AGRICULTURAL AND COMMERCIAL BANK OF IRELAND.

On Monday, the 15th inst., the stated half-yearly meeting of this company was held, pursuant to public advertisement, at the company's house, Fleet-street, Dublin.

Alderman Hodges in the chair.

The Chairman apologised for the slight delay which had taken place, awaiting the assembling of the proprietors. He then read to the meeting the report of the board of management, which adverted to the continued favourable progress of the company. Although, owing to the uncertainty in the measures which might be proposed relative to the banking laws, the operations of the company had been conducted with restriction in discounts in the agricultural districts, at the same time, the board stated that great facility was presented in those districts for profitable banking business; and experience had proved the transactions in those districts to be secure, provided reasonable caution were used. The board anticipated a speedy statement by the Chancellor of the Exchequer of the intention of Government as to the banking laws, which would enable all banking institutions to form their prospective arrangements with certainty. The report concluded by pointing at the statement of accounts subjoined to the report, showing that, notwithstanding the restrictions in discounts, the improvement in the property of the company for the half-year, as contrasted with the preceding one, was 3963*l.*, the gross assets of the company being 596,000*l.* The reading of the report appeared to give very considerable satisfaction to the proprietors.—The chairman then called upon the manager to read the statement of accounts and balance-sheet, certified by three of the board, and verified by the auditors, according to the deed of settlement, which was read and laid on the table.

After some discussion, it was moved by W. Crawford, Esq., seconded by A. B. Keene, Esq., that the report and statement of accounts be received and entered on the minutes.

Mr. Dwyer, on the part of the board, stated that they had framed a resolution in accordance with the recommendation contained in the report, authorising the board, in addition to the powers vested in them by the deed of settlement, to allocate the reverted and unappropriated stock to desirable parties at par, with a guarantee of 4 per cent. per annum, and when a dividend at that rate was declared, to rate equally with the other proprietors.

Mr. J. M. Burke, as a large proprietor, and deeming the proposition such as would be advantageous to the public and beneficial to the proprietors, begged leave to propose a resolution to the above effect.

Mr. W. Richardson seconded the resolution, and considered it a very wise and beneficial one. It was evident that there could not be better security than the company's stock, conducted as the company appeared to be with great care and caution, at par, with a positive guarantee of 4 per cent. per annum, and such contingently increased dividends as the more extended business of the company (from the increased capital so subscribed) would naturally produce. It was quite notorious that in the agricultural districts from 8 to 10 per cent. was paid for discount of bills, ranging from 10*l.* to 50*l.*, and that the paper was proved by experience to be safe, with reasonable caution. He considered the plan proposed an excellent one, and that the company's stock, at par, with a guarantee of an annual dividend, such as proposed, and a contingent increase, afforded a very safe investment for capital.

The Chairman observed, that there was a great opening in Ireland for very profitable banking business in the agricultural districts; and the employment of capital discreetly applied therein must prove highly remunerative.

Mr. Lambert would ask, was it intended to issue the stock, with guarantee mentioned, at par?

Mr. Dwyer said, such was the intention, and they had just learned from Mr. Richardson, a gentleman of great practical experience, the beneficial effects which might be anticipated from carrying the plan into effect, both as regarded the value of the general stock, and the increased action of the company. The board had no feeling but the advantage of the proprietors in the proposition, and they left it entirely to them to decide, giving, however, their opinion upon it.

Mr. Kelly (of Claremorris) could personally testify as to the remunerative nature of discounts in the agricultural districts, and considered the suggested plan a very fair one for all parties.

Mr. Finn (of Thurles) made some observations, which were satisfactorily replied to by Mr. Jones, member of the board.

The resolution was then put from the chair and passed unanimously.

Mr. A. L. Saunders (a director) suggested a resolution, further elucidating the subject of appropriation of stock at par, with a guarantee of 4 per cent., and a contingent increase according to dividend, which, being seconded, and warmly approved of, passed unanimously.

A conversation then took place, in which Messrs. Bacon, R. White, G. Wilson, and Keene, took part.—A vote of thanks was moved to the board of directors, and, being seconded, passed unanimously.

The thanks of the meeting were voted to the chairman, and the meeting separated in perfect unanimity.

## SOUTHAMPTON DOCK COMPANY.

A meeting of the shareholders in this company was held at the George and Vulture Tavern, Cornhill, on Thursday, the 18th inst., for the purpose of receiving a report from Messrs. Cubitt and Milne, as to their opinion of the dock plan and specifications, which were laid on the table, at a court of directors, held at the company's office, 26, Austin-friars, on the 1st of March, 1839.

— Liggins, Esq., in the chair.

The Secretary having read the advertisement convening the meeting, the report of Messrs. Cubitt and Milne was read, which expressed their opinion that the whole plan of docks, as laid down, is well devised, and would form a most magnificent commercial and maritime accommodation as a whole; yet that they might set about obtaining the same result, by a different mode of proceeding to that which might be either proposed by the engineer, or contemplated by the directors; and in order to carry into effect this great work, so as to obtain a commencement of business, and return for capital expended in the shortest time with the least risk, the smallest outlay, and the utmost convenience to the public, both as regards steamers and sailing vessels, they recommend, in the first place, to construct an entrance basin or tidal dock twelve to fourteen acres in extent, and eighteen feet deep at low water of spring tides, with upwards of 1500 feet in length of stone quays 200 feet wide, and thus eligible for the largest class of steamers, and all sailing vessels up to eighteen feet draft of water; afterwards to construct a close or floating dock, 1000 feet long, 400 feet wide, and its bottom twenty feet below high water mark of the lowest neap tides, and to communicate with the tidal dock by a lock, 180 feet long, and forty feet wide, between the walls and gates—to be wharfed all round, and provision made for future communication with the dock marked in Mr. Giles's plan as the "Western Dock," which would be the next in succession, as the wants of the trade might require, and after that the "South-Eastern Tidal Basin," the arrangement of the two last named in Mr. Giles's plan to remain unaltered; there is then ample room for building ships, graving docks, dock-house, offices, &c., as might be requisite, and on this plan of procedure, they consider the company may, by judicious management, in two years be in the receipt of an income from their works, at an expenditure of about 200,000*l.*

A large amount remaining unpaid upon the last call, a resolution was proposed, to enable the directors to proceed against those parties who had not paid, some gentlemen hinting that they had no power to proceed until the whole 7000 shares, expressed by their Act of Parliament, had been taken. The solicitor to the company, several directors, and the majority of the meeting, contending there was nothing whatever in the act to prevent their so proceeding, and after a long conversation a resolution was passed, to the effect, that on five-sixths of the 7000 shares being allotted, the directors should then have the power to proceed, to enable them to prosecute the works with that vigour which was so necessary to the well-being of the company.

Thanks being voted to the chairman, the meeting broke up.

## STAFFORDSHIRE HEMP AND FLAX COMPANY.

On Tuesday, the 9th inst., a meeting of the directors of this company was held at the Talbot Arms Inn, Rugeley.

T. S. Kinnersley, Esq. (of Loxley Park), in the chair.

A gentleman, resident in New Zealand, and possessing an extensive portion of that island, attended to propose certain arrangements for the constant supply of the *phormium tenax* for their manufacture. It was also announced to the meeting that a deputation had waited on the naval and military departments of the government, to whose directors specimens of the new manufacture had been presented by Viscount Ingestre, M.P., Colonel Anson, M.P., and Major Chetwynd, M.P., and that they had met with the most gratifying reception, some of the government orders having been already obtained, and a prospect being held out that the future demand from those departments alone will fully occupy the whole capital of the company. The growth of hemp and flax in this county was also discussed, when it was determined that, in consequence of the general misapprehension still prevalent among farmers and landowners respecting the nature and culture of those articles, a pamphlet should be prepared, giving every direction as to the best modes for their cultivation, the method of harvesting the crops so as to secure them in perfection, and at the same time to avoid injuring or impoverishing the land—and the prices that the company will give for the produce when properly prepared. In the mean time, we may hint to agriculturists generally, that the present is the most seasonable month for sowing either hemp or flax. We may also add, that on the approach of the harvest season a gentleman will be appointed by the directors to view any crops that may be grown in the county, and to give every information as to the time and mode of cutting, and preparing them for the use of the company, who will be then ready to purchase any quantity, and at prices that will handsomely remunerate the grower. We are glad to find that the directors still contemplate establishing a branch factory in Stafford, and trust that our townsmen will give the object every encouragement in their power, as one likely to disseminate additional employment among the poor, and to effect a general improvement in the social and commercial resources of the town.—*Staffordshire Advertiser.*

## GLOUCESTER AND BERKELEY CANAL.

At the adjourned half-yearly general meeting of the proprietors of this company, held at Gloucester, on the 3d instant, a report was presented from the committee of management, in reference to various subjects submitted to them for consideration. With regard to the trade of the canal, the committee had the satisfaction of reporting that in the sixmonths ending the 28th of February, 1839, there had been an increase in the tonnage revenue, amounting to 1379*l.* 10*s.* 9*d.* over the corresponding period of last year, making an increase in this over the preceding year of 2486*l.* 17*s.* 8*d.* The report added that the present prospects of the trade were those of steady and progressive increase. In reference to the subject of tolls, the committee were of opinion that any increase of the rates generally would operate prejudicially upon the trade of the port, and consequently upon the interests of the company. With respect to the mode of charging on the Severn carrying trade, the committee recommended that if the carriers, instead of dividing the trade as at present between the canal and the river Severn, would undertake to use the canal exclusively, or if the river were found, as it sometimes would be, the most expeditious and convenient route, that the same charges should be paid to the canal company as if the canal had been used. The committee further recommended that a fixed rate of 10*d.* per ton on all goods conveyed should be paid. These arrangements were adopted by the meeting, and the committee were empowered to carry them into effect.

## NOTTINGHAMSHIRE AND DERBYSHIRE FIRE AND LIFE ASSURANCE COMPANY.

The third annual meeting of this company was held at the George the Fourth Inn, Nottingham, on Thursday week. The attendance of proprietors was numerous.

W. F. N. Norton, Esq., in the chair.

A very cheering and satisfactory report was read by Mr. Wood, the secretary, from which it appeared that the number of fire policies had increased from 810, in 1836, to 1624, in 1837, and 2365 at Christmas, 1838. The life policies had increased in ratio equally satisfactory. A dividend of 5 per cent. was declared, and after the payment of the dividend there will be a considerable surplus of fire premiums in reserve. There are a number of shares yet unsold, which are to be offered to the public, at a premium of 10*s.* per share, for the next three months, and if any are then unsold they are to be apportioned amongst those shareholders who may be willing to take them at the same premium.

Mr. Hicklin proposed a gratuity to the directors, but it was opposed by Dr. Pigot, and the directors declined the offered boon.

The directors were ballotted for, and after the usual votes had been passed, concluding with thanks to the chairman, the meeting broke up, every one appearing highly satisfied with the progress of this prosperous company.

[For remainder of "Public Companies," see page 126.]

## GENERAL IRISH RAILWAY MEETING.

On Saturday last a meeting, which originally was advertised to have taken place a week previously, was held at the Thatched-house Tavern, on the subject of the consideration of the proposed grant to be made by the legislature of two millions and a half, for the purpose of carrying out a certain line of railroad as approved and recommended by the government commissioners. The meeting was advertised to commence at one o'clock precisely, but it was not until after two o'clock that there was the least appearance that the business of the day was about to be proceeded with.—At the latter hour there were not as many as thirty persons, including some six or seven who attended for the press, present.

Mr. Ellis, M.P. for Newry, in the chair.

Mr. Bermingham (a deputy from Dublin), after having apologised for his absence on a former occasion, a circumstance which had been caused not merely by an attack of indisposition under which he had been at the time labouring, but by the difficulty of crossing the channel in the then state of the weather, entered into a long statement of the views of the railroad committee in Dublin, and proceeded to condemn the conduct of the government in not recommending Parliament to apportion the proposed grant of two millions and a half towards the carrying out the various railroads which had already been strongly supported and subscribed for by private individuals. Instead, however, of that course having been acted upon, the government had at once adopted one particular line, upon which the whole of the pecuniary assistance to be afforded by this country was to be expended.

After several gentlemen had addressed the meeting, on the suggestion of Mr. J. Grattan, M.P., supported by Lord Fitzgerald and the Knight of Kerry, the meeting was adjourned to Saturday next (this day).

Melancholy Pit Accident.—On Monday last, three pitmen of the names of Armstrong, Walker, and Small, were about to descend the Henry Pit, at Ewenrigg, and had not taken the precaution before getting into the basket, to adjust the rope, which, with the late dry weather, and not having been worked, had become quite loose upon the barrel. When they had descended a few yards down the shaft, the rope slipped round the barrel and broke from the fastening—precipitating basket, rope, and the three unfortunate men to the bottom. They were speedily raised to the top in a dreadfully shattered condition. Mr. Hilary, the proprietor of the colliery, was prompt in rendering every assistance, but it is feared that all will be unavailing. Armstrong is since dead, and has left a widow and two children. The other two are still living, but are not expected to recover.

Profits of Scottish Banking.—We understand the Bank of Scotland has at present declared a bonus of 7 per cent. on the capital, besides paying the yearly dividend of 6 per cent.—*Scotsman.*

# PUBLIC COMPANIES.

## MEETINGS.

ANGLO-MEXICAN MINT COMPANY.—The ANNUAL GENERAL MEETING of proprietors of shares in this company, will be held at the office, as under, on Tuesday, the 7th of May next. The chair will be taken at One o'clock punctually. At this Meeting one director will be elected in the place of Benjamin Shaw, Esq., who goes out by rotation, but is eligible to be re-elected.
G. B. LONSDALE, Secretary.
Office, 9, New Broad-street, London, April 19.

BRITISH SILVER, LEAD, AND COPPER MINING COMPANY.—Notice is hereby given, that the ANNUAL GENERAL MEETING of the British Silver, Lead, and Copper Mining Company will take place at the Clarendon Rooms, South John-street, Liverpool, on Tuesday, the 30th day of April instant, at Twelve o'clock at noon.
By order of the Directors,
Company's Office, 1, Brazil-buildings, Drury-lane, R. SHERATON, Sec.
Liverpool, April 19.
N.B.—Every shareholder to vote must have paid all calls, signed the rules and regulations, and received the new scrip in exchange for the old.

CONSOLIDATED COPPER MINES OF COBRE ASSOCIATION.—Notice is hereby given, that a HALF-YEARLY GENERAL MEETING of the proprietors of this Association, will be held at the office of the Company, No. 26, Austin-friars, on Tuesday, the 30th of April instant, at Eleven o'clock precisely.—And, at the conclusion of the above Meeting, a SPECIAL GENERAL MEETING of the proprietors will be held, in conformity with a resolution of the last General Meeting in October, for the purpose of considering the propriety of altering the days of the General Meetings for the future, to the last Tuesday in July and the last Tuesday in January respectively.
Austin-friars, April 19. WILLIAM LECKIE, Secretary.

COPIAPO MINING COMPANY.—Notice is hereby given, that, in conformity with the rules of the company, a SPECIAL MEETING of the shareholders will be held at their office, on Tuesday, the 30th instant, at One o'clock precisely, for the election of two directors and one auditor, in the places of William Fairlie, John Firie, and John Deacon, Esqrs., who go out by rotation, but who will be eligible to be immediately re-elected.
26, Austin-friars, April 16. FRED. GRELLET, Sec.

ELLENGLASE MINE.—Notice is hereby given, that a MEETING of the adventurers in the above Mine will be held at Pearce's Hotel, Truro, on Friday, the 26th instant, at Three o'clock precisely, and it is requested that all the shareholders do attend.
Ellenglase Mine, April 15.

IMPERIAL BRAZILIAN MINING ASSOCIATION.—Notice is hereby given, that the HALF-YEARLY GENERAL MEETING of the proprietors of this association will be held at the London Tavern, on Thursday, the 9th day of May next, in pursuance of the bye-law passed at the Special General Meeting of the 6th of February, 1838. The chair will be taken at Two o'clock precisely.
GEORGE THOMAS, Sec.
Winchester House, April 15.

MEXICAN COMPANY.—The directors hereby give notice, that the ANNUAL GENERAL MEETING of the proprietors will be held at the office of the company, on Thursday, the 2d of May next, at Two o'clock precisely, in pursuance of the deed of constitution.
J. M. MAUDE, Sec.
32, Great Winchester-street, April 20.

SOUTH-EASTERN RAILWAY COMPANY.—Notice is hereby given, that the TRANSFER BOOKS of this company will be CLOSED on Saturday, the 27th instant, and will remain closed until Thursday, the 9th day of May next.
By order of the directors,
Railway office, 10, Coleman-street, April 17. J. S. YEATS, Sec.

SOUTH-EASTERN RAILWAY COMPANY.—The HALF-YEARLY GENERAL MEETING of the proprietors will be held at the office of the company, 10, Coleman-street, London, on Wednesday, the 8th of May next, at One o'clock in the afternoon precisely, at which Meeting the election of three directors in the room of the like number retiring by rotation will be proceeded with.
T. W. TYNDALE, Chairman of the Board of Directors.
J. S. YEATS, Secretary.
Railway office, 10, Coleman-street, April 17.

TREWOLVAS MINING COMPANY.—Notice is hereby given, that the ANNUAL GENERAL MEETING of the proprietors of shares in this company will be held at the office, No. 12, Pancras-lane, Cheapside, London, on Tuesday, the 30th day of April instant, at Twelve o'clock precisely.
12, Pancras-lane, April 9. C. F. KIRKMAN, Sec.

WEST CORNWALL MINES INVESTMENT COMPANY.—The THIRD ANNUAL GENERAL MEETING of the proprietors of this company will be holden at the George and Vulture Tavern, St. Michael's-alley, Cornhill, London, on Wednesday, the 8th of May next, at Twelve for One o'clock precisely.
By order of the directors,
Dated Truro, April 2. GEORGE PYE, Sec.

## CALLS.

SHEFFIELD, ASHTON-UNDER-LYNE, AND MANCHESTER RAILWAY.—CALL FOR THIRD INSTALMENT.—The Directors of this Company having resolved to make a CALL, under the provisions of the Act of Parliament, for an instalment of TWO POUNDS TEN SHILLINGS per share, Notice is hereby given, that the several proprietors in the capital stock of the said Company are required to pay the said call or sum of £2 10s. on each of their said respective shares, on or before the 1st day of May next, to one of the under-mentioned bankers, viz.—
Sheffield—Messrs. Parker, Shore, and Co.
Manchester—The Manchester and Liverpool District Bank.
London—Messrs. Rogers, Olding, and Co., and Messrs. Smith, Payne, and Smith.
Interest after the rate of £5 per cent. per annum will be charged by the bankers on all such sums as shall remain unpaid after the said 1st day of May next, until payment thereof.
By order of the Directors,
CHARLES THOMSON, Clerk and Secretary.
13, Piccadilly, Manchester, March 30.

YORK AND NORTH MIDLAND RAILWAY.—CALL OF FIFTH INSTALMENT OF TEN POUNDS PER SHARE.—The directors of the York and North Midland Railway Company having, in pursuance of the provisions in the Act, resolved to make a Call of £10 per share, payable on or before Wednesday, the 1st day of May next, proprietors of shares in this company are hereby required to pay, on or before that day, to any of the undermentioned bankers, the sum of £10 on each of their respective shares, viz.—
Messrs. Williams, Deacon, and Co., } London.
Messrs. Barnett, Hoare, and Co., }
City and County and Union Bank, York.
The bankers have been instructed to charge interest at the rate of 5 per cent. per annum on all sums paid after the 1st May next.
GEORGE HUDSON, Chairman.
JAMES MEEK, Deputy-Chairman.
By order, GEORGE BAKER, Secretary.
Railway Office, York, March 27.

DANESCOMBE COPPER MINING COMPANY.—Notice is hereby given, that a CALL of TEN SHILLINGS per share was this day made by the directors, on the shareholders of the above mine, to be paid on or before the 30th of May next, to Messrs. Wright and Co., Henrietta-street, Covent-garden, the bankers of the company.
26, Birchin-lane, April 17.

EAST MULBERRY HILLS MINING COMPANY.—Notice is hereby given, that a CALL of ONE POUND per share is this day made on the shareholders in the above company, the same to be paid within twenty-one days from the date hereof to the Secretary, or to the Union Bank of Liverpool, or in default they will become forfeited to the company. The scrip will be endorsed as heretofore, on producing the bankers' receipt to the Secretary, 4, Union-street, Liverpool.
By order of the directors,
Liverpool, April 1. T. CROWTHER, Sec.

## DIVIDENDS.

UNITED HILLS MINING COMPANY.—The directors of this company hereby give notice, that a DIVIDEND of FIFTEEN SHILLINGS per share has been this day declared, the payment to commence on Friday, the 24th of May next, between the hours of Eleven and One o'clock, and to be continued on every subsequent Friday. The shareholders are requested to leave at the office of the company, on or before the Tuesday previous to the day of payment, a list of their shares, with the numbers and amount of the same.
By order of the directors,
5, Adam's-court, Broad-street, April 18. JAMES SMITH, Sec.

LONDON ZINC WORKS AND ROLLING MILLS, Wenlock-road, City-road.—Malleable Sheet Zinc, Zinc Nails and Tacks, Finished Plates, of assorted sizes, for Engraving and Door-Plates, and Patent Zinc Slates for Roofing, all of the VERY BEST QUALITY, will be promptly supplied to Dealers and Customers, on application to JOHN BALL and Co.,
11, Finsbury-circus.

## METEOROLOGICAL JOURNAL, 1839.

| April | Thermometer | Barometer | April | Thermometer | Barometer |
|---|---|---|---|---|---|
| Thursd. 11 | from 39 to 49 | 30.42 to 30.40 | Monday 15 | .... 42 .. 53 | 30.37 .. 29.91 |
| Friday .. 12 | .... 39 .. 47 | 30.20 .. 30.17 | Tuesday 16 | .... 40 .. 57 | 29.78 .. 29.57 |
| Saturd. 13 | .... 40 .. 51 | 30.17 .. Stat. | Wednes. 17 | .... 42.5 .. 49 | 29.54 .. 29.44 |
| Sunday 14 | .... 41 .. 54 | 30.19 .. 31.18 | | | |

Wind N.E. and S.W.
Except the 11th and 16th, cloudy; rain fell on the 12th and 17th.
Rain fallen, .3125 of an inch.
Edinburgh. CHARLES HENRY ADAMS.

## MEETINGS OF SCIENTIFIC BODIES.
### IN THE ENSUING WEEK.

| SOCIETY. | PLACE OF MEETING. | DAY. | HOUR. |
|---|---|---|---|
| Royal Asiatic | 14, Grafton-street | Saturday | 2 P.M. |
| Royal Geographical | 21, Regent-street | Monday | 9 P.M. |
| British Architects | 43, King-st., Covent-garden | Monday | 8 P.M. |
| Royal Medical and Chir. | 53, Berners-street | Tuesday | 8½ P.M. |
| Zoological | 28, Leicester-square | Tuesday | 8½ P.M. |
| Geological | Somerset House | Wednesday | 8½ P.M. |
| London Institution | Finsbury-circus | Wednesday | 7 P.M. |
| Medico-Botanical | 32, Sackville-street | Wednesday | 8 P.M. |
| Society of Arts | Adelphi | Wednesday | 7½ P.M. |
| Royal | Somerset House | Thursday | 8½ P.M. |
| Antiquaries | Somerset House | Thursday | 8 P.M. |
| Scientific Society | Charlotte-st., Bloomsbury | Thursday | 8 P.M. |
| Rl. Society of Literature | St. Martin's-place | Thursday | 8 P.M. |
| Numismatic Society | Somerset House | Thursday | 7 P.M. |
| Royal Institution | Albemarle-street | Friday | 8½ P.M. |

## PUBLIC COMPANIES.

### MEETINGS.

| | | | |
|---|---|---|---|
| Asylum Life Assurance | 70, Cornhill | April 24 | 1. |
| East Wheal Strawberry Mining Co. | 2, St. Mildred's-court | 25 | 2. |
| Commercial Gas-Light and Coke Co | 60, King William-street | 25 | 1. |
| Globe Insurance | Cornhill | 25 | 1. |
| Ellenglaze Mine | Pearce's Hotel, Truro | 26 | 3. |
| Wheals Harmony and Montague | 12, Pancras-lane | 27 | 12. |
| Stanhope and Tyne Railway | New Broad-street | 30 | 1. |
| Cornwall Great United Mines | Freemason's Tavern | 30 | 2. |
| Consolidated Copper Mines of Cobre | 26, Austin-friars | 30 | 11. |
| Trewolvas Mining Company | 12, Pancras-lane | 30 | 12. |
| British Silver, Lead, & Copper Co. | Clarendon Rooms, Liverpool | 30 | 12. |
| Copiapo Mining Company | 22, Austin-friars | 30 | 1. |
| Haytor Granite Company | 27, Eastcheap | May 1 | 3. |
| Cheltenham and Gt. Western Railway | Cirencester | 1 | — |
| Thames Haven Dock and Railway | London Tavern | 2 | 12. |
| Mexican Company | 32, Great Winchester-street | 2 | 2. |
| Gas-Light and Coke Company | Crown and Anchor | 4 | 11. |
| West Middlesex Water-works | New-road, St. Marylebone | 7 | 11. |
| Anglo-Mexican Mint Company | 9, New Broad-street | 7 | 1. |
| Poibreen Mining Company | 7, St. Mildred's-court | 8 | 2. |
| West Cornwall Mines Investment Co | George and Vulture Tavern | 8 | 12. |
| South Eastern Railway | Office, Coleman-street | 8 | 1. |
| Imperial Brazilian Mining Association | London Tavern | 9 | 2. |
| Provincial Bank of Ireland | 42, Old Broad street | 16 | 12. |
| Kellewerris Mining Company | London Tavern | 18 | 1. |

### CALLS.

| | | | |
|---|---|---|---|
| Cheltenham and Great Western | 10l. | April 20 | As former calls. |
| Poibreen Mining Company | 10s. | 22 | 73, Lombard-street. |
| East Mulberry Hills Mining Co. | 1l. | 22 | Union Bank of Liverpool. |
| Northern and Eastern Railway | 3l. | 23 | Smith, Payne, and Smiths. |
| Reversionary Interest Society | 5l. | 25 | 24, Lombard-street. |
| Birmingham & Gloucester R'way | 10l. | 27 | Glyn and Co. |
| Eastern Counties Railway | 3l. | 29 | London & Westminster Bank. |
| Munster Union Mining Company | 1l. | May 1 | Provincial Bank of Ireland. |
| Durham County Coal Company | 2l. | 1 | Williams, Deacon, and Co. |
| Union Bank of Australia | 2½l. | 1 | Glyn and Co. |
| York and North Midland Railway | 10l. | 1 | Williams, Deacon, and Co. |
| Sheffield and Manchester Railway | 2l. | 1 | As former calls. |
| Birmingham & Derby Junction | 10l. | 13 | Glyn, Halifax, and Co. |
| Danescomb Mining Company | 10s. | 30 | Wright and Co. |
| Van Dieman's Land Company | 1l. | June 1 | 55, Old Broad-street. |

### DIVIDENDS.

| | | | |
|---|---|---|---|
| Kennett and Avon Canal Navigation | 27s. per sh. | 62, Lombard-street | 30. |
| United Hills Mining Company | 15s. per sh. | 5, Adam's-court | May 24. |
| Alliance Insurance | 1l. | 1, Bartholomew-lane | —. |

## NOTICES TO CORRESPONDENTS.

The Swansea Ticketting Paper has not been duly received this week, and has consequently been obtained from another source. We should feel obliged by greater punctuality in forwarding it.


# THE MINING JOURNAL,
## And Commercial Gazette.

LONDON, APRIL 20, 1839.


The dispute which has long been pending between the coal-owners of South Durham, and the Stockton and Darlington Railway Company, is of such a nature as to possess considerable public interest, and involves principles in which all must feel interested, as their influence and application embraces a much wider sphere than the mere locality in which the parties in question carry on their operations. We are induced, therefore, on the present occasion, to take a brief review of the case alluded to, the merits of which will be found to lie within a small compass, although, owing to some cause or other, it appears doomed to interminable litigation, to the great injury and annoyance of the owners of coal property in the southern parts of the great Durham coal-field, the produce of which finds its chief outlet, both coastwise and for inland consumption, through the medium of the Stockton and Darlington Railway.

A brief reference to localities will make the subject more intelligible to such of our readers as may not be acquainted with the great Northern coal district, with this we may therefore commence. The great coal-field of Northumberland and Durham is very unequally possessed of the advantages of water carriage in its northern and southern portions. The former tract ranges for a considerable distance along the coast, and has an invaluable outlet in the Tyne, and another in the Wear, being at the same time greatly benefitted by the Stanhope and Tyne and other local railways communicating with the interior. The southern extremity of this coal-field is, however, far less favourably situated, being destitute of river or canal navigation, and lying from twenty to thirty miles inland. This natural disadvantage has been, in great measure, counteracted by the formation of the Stockton and Darlington Railway, well known as the great source of early railway experience, and within the last few years the formation of the Clarence Railway has still further improved its position, as regards the carriage and export of its produce.

The Stockton and Darlington Railway commences in the interior of the county, beyond West Auckland, communicating by two branches with the most productive portions of the South Durham coal-field; it then runs eastward for some miles in a direction which, if continued, would bring it to the mouth of the Tees, but instead of pursuing that line, it makes a sudden bend to the south which brings it to Darlington, whence, by a circuitous and somewhat north-easterly direction, it passes Stockton, and terminates at a port called Middlesborough, on the south bank of the Tees, and adjoining the mouth of that river, whence all the coal coming down by it from the interior is shipped. The Clarence Railway commences at the point where the Stockton and Darlington line bends to the south, and is boldly carried across the country in a direct line to the mouth of the Tees, where it terminates on the north bank of the river at a place called Port Clarence, exactly opposite the Stockton and Darlington terminus at Middlesborough.

It will thus be seen that the South Durham coal-field now possesses two means of outlet for its produce, which may either be transported, as formerly, by the Stockton and Darlington Railway to Middlesborough, or by the more direct conveyance of the Clarence Railway to Port Clarence.

We have been thus minute in pointing out local circumstances, because it is out of them entirely that the litigation alluded to has arisen, and it will be seen that the question is quite of as much importance to the coal consumer in the metropolis or south of England generally, as it is to the coal-owner of South Durham, who seeks to supply the former with his produce, but whose position in the market must be greatly influenced by the inland position of his collieries, and the consequent expense of a considerable land carriage. Although we have ever dissented from the restrictive system of vend adopted by the northern coal-owners, and do not believe that its continuance is consistent with their real and permanent interest, we have never been disposed to think that the general average of their profits is more than on so costly and precarious an outlay is just and reasonable, or that any great reduction in the price of coal in the metropolis can possibly arise from any fair lowering of the first cost in the north—what subsequent reduction is practicable is another question.

While, however, we have thus avoided taking part in the exaggerated outcry against the northern coal-owners, which has been raised of late, we consider it most desirable that the metropolis should derive its supply from as many sources as possible, and that the collieries of South Durham should be able to command a fair portion of the trade, as well as those in the northern part of the county; and in the accomplishment of this desirable object, it is that the Stockton and Darlington Railway have interposed a formidable obstacle, by levying, under certain circumstances, a high rate of tonnage, on what we cannot but consider as a very dubious, if not unwarrantable, construction of their Act of Parliament.

According to this Act the company is restricted in its charge to the sum of one halfpenny per ton per mile for all coal which shall be shipped for exportation coastwise on the Tees; while it is, at the same time, empowered to charge a higher toll for all coal transported by it, which is intended for land sale or local consumption; and while the railway formed the only means of transport in the district, we believe no difficulty was ever experienced in the necessary discrimination of charges—the destination of the coal, whether for exportation or local use, being readily ascertained at the terminus and shipping place. The formation of the Clarence Railway, has, however, somewhat embarrassed this question, as, since its completion, a good deal of the coal which was formerly conveyed to the Tees, entirely by the Stockton and Darlington line, now leaves that line where the circuit before noticed begins, and continues in the direct line to the north bank of the river by the Clarence Railway, at the terminus of which it is shipped. It must certainly be admitted, that this state of things occasions some difficulty in the discrimination of the two rates of toll (the one being triple the amount of the other), and that the Stockton and Darlington Railway Company is perfectly justified in taking rigorous measures to protect its own interest, and to prevent the coal passing off to another line at the low rate of charge, and then being sold on the spot, by which it would be defrauded of the difference of toll. The company has, however, taken a course which avoids all difficulty of this kind, by unwarrantably assuming that *all* coal passing on by the Clarence line to Port Clarence, is intended for local use, and charging the high rate of toll upon it accordingly. The results of this proceeding are thus described in the report of a Committee of the House of Commons:—

"This practice has operated to give the Stockton and Darlington Railway Company an advantage over the Clarence Railway, to reduce the expected receipts of the Clarence Railway Company, and to deprive the public of the benefit of the competition which appears to have been contemplated by the Act authorising the formation of the Clarence Railway."

The next following passage in the report points out the difficulty of discrimination, which we have already admitted, and the consequent exposure of the Stockton and Darlington Railway to fraud; it will be needless, therefore, to quote it, and we may proceed to offer a few remarks upon the subject, which has already been pretty freely commented upon by our contemporary, the *Durham Advertiser*. The low duty of one halfpenny per mile having been fixed by the Act of Parliament on all coal intended for exportation, it appears to us very clear that the company has no right to demand more for such coal conveyed upon their line *as can be proved to have been exported;* and that provided there be a good and sufficient security given of its destination, or of its *actual shipment*, it can make no difference whatever in the powers of the company, whether the shipment takes place at Middlesborough or at Port Clarence. Instead of acting, however, upon the principle of discrimination, and adopting such obvious measures as might ensure themselves against fraud thereby, the company, it appears, offers two alternatives, either to make use of their line exclusively, and ship the coal at their own port, or else to pay the high rate of charge for all coal passing off their railway upon the Clarence line, upon the gratuitous and notoriously incorrect assumption that it is intended for local use.

The legality of this proceeding has very naturally been called in question, and formed the subject of an action, brought in the Court of Common Pleas by the Durham County Coal Company, against the Stockton and Darlington Railway Company. The facts of the case were not controverted on this occasion; indeed, no attempt of the kind was made, and it was settled that a special verdict should be taken; but although nearly two years have since elapsed, the subject, unfortunately, still remains in litigation—we fear as far from a settlement as ever. In the mean time the coal-owners are still subject to the onerous payment, from which they seek to be relieved, and the public are deprived from the benefits which ought fairly to be derived from the produce of a large coal district, furnished at length, and at a great expense, with advantageous outlets for its mineral treasures. These circumstances deserve to be generally understood, and we may again return to them.

Feeling as we do deeply interested in all those extensions of the railway system which promise to promote the great commercial and manufacturing interests of this country, and to combine individual remuneration with public advantage, we observe with pleasure the exertions which are now being made at Macclesfield and Leek, to complete an important link which is evidently wanting in the railway communication of our midland manufacturing districts. This will be accomplished by the Manchester and Derby Railway—active

measures for the execution of which are now being taken in the district through which it is intended to pass, and more especially in the enterprising manufacturing town of Macclesfield, where a large and influential public meeting was held a short time since, with a view to the promotion of this important object, in the accomplishment of which such great local interests are involved. We have rarely observed such unanimity of feeling as has marked the preliminary proceedings, and which augurs well for the successful completion of the work.

We would direct attention to the report of a late meeting of the Mining Interest, held at Truro, which will be found at length in another part of our columns. This meeting had for its object to take into consideration the present state of the negotiation respecting the Duchy Limitation Bill, and also the Bill proposed to be introduced for the amendment of the Stannary Courts. Several resolutions were passed at the meeting, which was most respectably attended, but the proceedings were not of such a nature as to require comment here.

## THE FUNDS.

CITY, FRIDAY EVENING.

Consols closed at 92⅞ 93 for the account, and 92⅞ ⅞ money. Exchequer Bills 49 51 pm. Bank Stock 196½ 197. India Stock 254½ 255½.

Belgian Stock 103 ½. Spanish Active 19¾ ¾. Portuguese Five per Cents 35 ½; ditto Three per Cents 21½ 22. Dutch Five per Cents 102½ ½; ditto Two-and-a-Half per Cents 55½ ⅞. Danish 74½ 75. Brazilian 77 ½. Colombian 29½ ¾. Mexican 24 ½. Peruvian 17 18.

Great Western Railway Shares 5 6 pm.; Birmingham (old) 64 66 pm., ditto (new) 18½ 19½ pm.; Southampton 43 44 per share; Leeds and Manchester 14 15 pm.; North Midland 3½ 2½ dis.; Brighton 8½ 8½ dis.; Blackwall 1½ 1½ dis.; Croydon 11½ ⅞ per share; Greenwich 16½ 17 per share; and Gosport Junction 2 ½ pm.

## LATEST INTELLIGENCE.

CITY, TWELVE O'CLOCK.—Three per Cent. Red. Annuities, 92 ½; Three-and-a-Half per Cent. Reduced, 99¾ ½; Long Annuities, 14¾ ½; Consols for Account, 92⅞ 3; Exchequer Bills, 46 48 premium; East India Bonds, — — premium; Dutch Five per Cents., 102½ ½; Ditto Two-and-a-Half per Cents, 55¾ ⅞; Portuguese Five per Cents 34¾ 5½; Ditto Three per Cents 21 ½.—Railways:—Brighton, 8½ ½ dis.; Great Western, 5 6 premium; London and Birmingham, 64 66 pm.; New, 18½ 19½ premium; Southampton, 43 44 per share; New, 19 20 pm.

REDRUTH, APRIL 18.—Average standard, 109*l.* 14s. 0d.—Average produce, 8½.—Average price, 6*l.* 3s. 0d.—Quantity of ore, 2282 tons.—Quantity of fine copper, 186 tons 12 cwt.—Amount of money, 14,199*l.* 13s. 6d.—Average standard of last sale, 109*l.* 19s.—Produce, 8.

LONDON, APRIL 19.—Copper has a tendency to decline; foreign tin is somewhat better; lead very dull; iron but little doing for export; spelter without demand.

BIRMINGHAM, APRIL 17.—In Bank Shares there has been but little alteration to make in our quotations; the Birmingham and Midland, the Borough, and the Commercial Bank of England, present a slight advance—the latter are now quoted at 10s. prem. The British North America have receded to par.—Railway Shares have not been much inquired after; nor have we any very material alteration in prices to notice, if we except the London and Birmingham, which have again reached 67 pm.; Liverpool and Manchester have fallen to 95 pm.; Manchester and Birmingham have approached within 4 of par; and the Extension Line are now only 2 dis.; Birmingham and Derby are 14 dis.; Birmingham and Gloucester are quoted at 20*l.*, being 20 dis.; Manchester and Leeds have fallen 50s. per share; Grand Junction 105 pm.; Great Western 5½ pm.; Eastern Counties are looking up in the market; North Midland have given way 5s. per share; London and Greenwich, although the weekly receipts average nearly 1000*l.*, remain at 3½ dis.—In Miscellaneous Shares, British Iron, in face of the late decision of the Vice-Chancellor, are at 10*l.* 10s.; Canada Company have made a small advance; Claridge's Asphalte appear to be out of the market altogether; General Steam Navigation 11 pm.—*Birmingham Advertiser.*

## EXPERIMENTAL TRIAL OF CLEGG'S ATMOSPHERIC RAILROAD.

The first experiment of Clegg's atmospheric railroad was made on Thursday by Messrs. Samuda, engineers at the Southwark Iron-works. The experiment was made on an inclined plane, 180 feet long, and rising one in thirty; the distance being performed in eight to ten seconds. The following noblemen and gentlemen were present at the experiment, and were conveyed by the railroad, expressing great satisfaction at the success of the invention:—Marquis of Lansdowne, Lord John Russell, Lord Howick, Right Hon. Poulett Thompson, Marquis of Sligo, Lord Stuart de Rothsay, Lord Burgersh, The Hon. Mr. Temple, Duke of Regina, Count D'Orsay, Archibald Campbell, Esq., Messrs. Ricardo, T. Halifax, Esq., W. M. Praed, Esq., C. Standish, Esq., M.P., Alex. Johnston, Esq., Captain Martin, J. Clayton, Esq., I. L. Goldsmid, Esq., W. Dick, J. Bonfil, Esq.—We shall probably give further particulars of this invention at a future opportunity.

## NEW COMPANIES

Under this head we propose to notice weekly the several new projects which may be brought forward, and to which public attention is directed, through the medium of the press or otherwise, confining ourselves, however, to "Public Companies," and briefly noticing their objects with such general information as is conveyed by the prospectuses, or which may be gathered from other sources, on which reliance may be placed. We shall, therefore, feel at all times obliged for particulars duly authenticated, on subject of projected companies; and while it will be our object to avoid the exercise of bias in favour of any particular undertaking, we shall at the same time endeavour to collate such information as is calculated to afford to the capitalist the opportunity of judging of its merits, and the correctness of the opinions put forward in the representations of the projectors.

### MANCHESTER AND DERBY RAILWAY.

This railway will commence at Macclesfield, and passing near Leek, terminate at Derby, where it will join the Midland Counties and other lines, concentrating at that town, the entire length being forty-two miles. We gather from the prospectus, that it passes through property belonging chiefly to noblemen and gentlemen whose views are known to be liberal towards such an undertaking. There are no great engineering difficulties to overcome, and the railway will have good working gradients for locomotive engines. Throughout the line are to be found most valuable materials for the construction of the works, which can be executed below the average cost of railways.

The local and independent traffic alone, will, it is calculated, make a return of 10 per cent. on the capital, which has been fixed at 1,001,000*l.*, in shares of 70*l.* each.

THE LATE MEETING OF THE MINING INTEREST.—Having been informed that a meaning has been put upon our report of a part of Sir C. Lemon's speech, which it was not intended to convey, we think it necessary to state that, when the Hon Baronet said "there were several persons ready and anxious to take the office of collector," &c., he was understood by our reporter to speak exclusively in reference to the time when the office was first created.—*West Briton.*

THE IRON TRADE.—At a very full meeting of ironmasters, held last Thursday week, at Birmingham, it was agreed that no advance should take place. The orders were reported as very abundant; stocks low, and the trade in a wholesome state; but the reason assigned for continuing the existing prices in the present state of the money market.

## PROCEEDINGS OF PUBLIC COMPANIES.

[Continued from page 77.]

### EAST WHEAL STRAWBERRY MINING COMPANY.

A special meeting of the shareholders in this undertaking was held at the offices of the company, in St. Mildred's-court, on Thursday, the 11th inst., for the purpose of confirming or rescinding the resolution of the 11th March last, for dissolving the company.

GEORGE PALMER, Esq., in the chair.

The SECRETARY read the advertisement convening the meeting, and also the resolution passed at the last meeting for dissolving the company and dividing the assets among the proprietors.

The CHAIRMAN said, that since the last meeting they had received some information from the mine of a nature which might induce the proprietors at the present meeting to rescind the resolution passed at the meeting of the 11th ultimo, and to aid the directors in further carrying on the adventure. Mr. Johnson, a proprietor and director, being in Cornwall, they had requested him to visit the mine, and give them a fair and impartial statement of its present appearances, and his candid opinion as to the practicability of continuing to work it. He had done so, and he would now read a letter which they had just received from Mr. Johnson on the subject, as follows:—

"*Truro, April* 6.—I arrived at St. Austell on Friday, and met Captain Rowe there. Understanding that there were parties likely to take the mine off our hands, I called on them; they requested some time to consider the subject, and are either to write me or the directors. The amount of 60*l.* for March is, I am happy to say, all we are likely to be deficient; the cost will be from 150*l.* to 160*l.*, and two tons of tin returned from the above. I do hope we may come off without (or with very little) loss. My attention was called to a party of five tributers now working on the backs at 10s., and who have this last month done very well, and left a profit to the adventurers of 20*l.*; there are also considerable piles of leavings on the mine, which will leave a profit of some 50*l.* or 60*l.* on returning. As I shall not be present at the meeting, I have gone with Captains Rowe and Evans more fully into the affairs and prospects of this mine than I otherwise should, in order (if you approve of it) to be read at the meeting, and would recommend inducing our friends to attend, so that if you are disposed to go on with it under any new arrangement, the public will see to what extent of speculation they are entering; and I think it is in justice due to Captain Rowe, that they should know that the estimate is within his calculation some months' back, although he has been disappointed in regard to his returns.—In taking into consideration, with Captains Rowe and Evans, the probable cost of continuing the mine under the present company, so as effectually to try that part called Orchard, we came to the following conclusions:—That this part of the mine has not been worked to a sufficient depth or extent to give it a fair trial.—That in order to do so, it would require ten months, and that the cost would be 175*l.* per month.—That in order to keep it to this cost the timber now on the mine would be required.—That the partial loss on this timber would be 50*l.*—That the probable value of tin raised by tributers would be 120*l.* per month. The calculation for such trial would, therefore, be—

| | |
|---|---|
| Ten months' cost | £1750 |
| Loss in timber | 50 |
| Agencies | 100—£1900 |
| Deduct returns | 1200 |
| | £700 |

"It appears to me, for our consideration, thus:—If we can set this concern altogether out and out, we shall get rid of all liabilities, but if not, we should, by continuing our operations, be trying the mine at a trifling expense, and not be worse off with the materials than we are at present. We must, under such circumstances, make a call of 10s., and forfeit all shares not paid up, which would enable us to pay any passing debts, and have the chance of success in trying the mine. It is now in your hands, and I am willing to go on with it, or act with you in winding up the concern. P. N. JOHNSON."

A PROPRIETOR said, he should be sorry to throw more money away without some prospect of a return, but from the letter of Mr. Johnson, which they had just heard, he really thought there were good grounds for a further trial, and if the e was a sufficient number of shareholders likely to pay a further call, he for one would not object to pay on the shares he held. He asked the probable future expense, and the intended mode of proceeding?

The CHAIRMAN said, it was the general opinion that the mine would be productive at a greater depth; all the mines in the neighbourhood were in an improving state, and there would have been no reason to have discontinued the working of this mine but for the want of funds—650*l.* yet remaining unpaid, which shares would immediately be declared forfeited, if the meeting came to any determination to carry on the works. Captain Rowe's estimate as to the probable expenses of sinking the shaft to the 100 fathom level, would be about 175*l.* per month, and which work was calculated to be completed in ten months, would be 1750*l.*, add to which 50*l.* for timber, would make a total of 1800*l.* The quantity of tin calculated to be raised during this time was 120*l.* per month, making 1200*l.*, which would leave a deficiency of about 600*l.*; and if he was to add 100*l.* for the London and general expenses, 700*l.* would be the utmost required, for which sum a call of 10s. would be amply sufficient.

Several gentlemen having put down their names as willing to pay a call of 10s. per share, it was calculated that a call of 10s. per share would be paid on 2000 shares; and in order to give time for advertising the result of this day's proceedings, and enable the proprietors to consider the subject, it was agreed to adjourn this meeting to Thursday, the 25th inst., and that the following resolution be entered on the minutes:—"In consequence of further information, and a very satisfactory report of East Wheal Strawberry Mine being laid before the proprietors present at this meeting, called for the purpose of confirming or rescinding the resolution of the 11th of March last for dissolving the company, it was resolved—That this meeting do adjourn to Thursday, the 25th instant, for the same purpose."

Thanks having been voted to the chairman, the meeting adjourned.

### EAST CORNWALL MINING COMPANY.

A special meeting of the adventurers in this company was held at their offices, 3, Austin-friars, on Tuesday, the 16th inst.

D. W. WITTON, Esq., in the chair.

The SECRETARY having read the advertisement convening the meeting,

The CHAIRMAN said, the trustees had called the present meeting, that the shareholders might be informed of the present prospects of the company, and thus come to a resolution as to the best means to be adopted under present circumstances; the report which now laid on the table, and which had been before them since November last, would be again read if it should be their wish, and the trustees would be most happy to give every information as to what had transpired since that time.

Several proprietors having expressed a wish to have the report read,

The SECRETARY proceeded to do so. It was of considerable length, and stated that a mine, called the "Beacon," situated upon the property held by this company, and within their boundaries, had been forcibly taken possession of by a Mr. Alderson; that the trustees had brought an action of ejectment against him, and recovered a verdict; on which Alderson moved for a new trial, which was granted, on condition of the costs of the first trial abiding the result of the second. The trustees, therefore, knowing the value of the property they were fighting for, determined, under the best legal advice, to prosecute the cause; and to be in possession of funds for this purpose, had stopped all the works at the mine, except such as were absolutely necessary; but in spite of every vexatious opposition to a fair hearing of the cause, the trustees gained a second verdict. On the 27th of April, 1838, this verdict was confirmed, and in July last Mr. Lewis, their agent, was put in possession of the mine; since then, Alderson had filed a criminal information against Lewis and others for conspiracy—for abducting a witness—but they were most honourably acquitted at the last Devon assizes, where the cause was tried. It further stated, that the trustees were without funds, and that more money must be raised, when it was pretty certain the mining agent would very soon be able to report the property of the company as highly productive.

The mining agent's report was then read.—The property of the company consisted of four mines, called Bryn Tye, the Beacon, Wheal Dora, and Wheal Griffin. At Bryn Tye was the necessary machinery; eight shafts had been sunk, together 160 fathoms, and thirteen levels driven to an extent of 456 fathoms, and the lodes appeared very favourable for tin. At Beacon there were seven shafts, nine levels, and two winzes sunk eight fathoms: the lodes are of the most cheering description; one lode, five inches wide, of the richest tin, and, from appearances, it was impossible to estimate its value; he would say, that in twelve months' they could raise from 20,000*l.* to 30,000*l.* worth of tin at an expense of about [illegible] At Wheal Dora were nine levels and four shafts—the lodes rich and favourable; and at Wheal Griffin they had one shaft, and had driven a level about sixty feet under the bed of the sea—the lodes kindly for copper and silver lead; and that when the mines were in active operation, they were so situated that the works at their richest mine, Beacon, would be of the utmost value and assistance to Wheal Dora and Bryn Tye.

The CHAIRMAN said, that since that report was prepared, the trustees had had some difficulties to contend with, in consequence of the action against Lewis, whom, as an honest servant of the company, the trustees were bound to support; besides, had Alderson succeeded in that information, it would be a stepping-stone to further attempts to thwart the views of the company; and he was happy to inform them that they had been honourably acquitted, without calling any of the number of unimpeachable witnesses in attendance—the jury being so convinced of their innocence, returned a verdict of acquittal, without giving the Judge the trouble to sum up; and they were now in possession of their property, and in that position that nothing further could molest them; it was true, they had spent a large sum of money in obtaining that possession, but the opposite party had expended an immense deal more, and the very circumstance of the tenacity with which they held to the mine, and the sum they have expended to obtain it, shows that they, who had such good opportunities of knowing, had a very high idea of its value. They had now only to take such steps as would place the trustees in a situation to work the mines with spirit; and he had no doubt, that in a very short time the report of the mining agent would be verified, and the whole of their money returned. They (the trustees) had a proposition to make, but it would, of course, remain with the meeting to adopt that, or propose any other in its stead; and he should be most happy to hear the individual opinion of any gentleman present as to the best means to be adopted: the resolution was—"To issue 3000 new shares, at 6*l.* each, at the price of 3*l.* per share among the shareholders, in proportion to the number of shares held by each; and that in the event of their not being all taken up by the shareholders, the trustees to dispose of the remainder." The trustees had the power to issue shares without calling a meeting of shareholders, but of course they would not exercise that right, but wished the acquiescence of the shareholders generally.

Mr. MAJOR, a shareholder (who was not in the room during the early part of the proceedings), said, that when he purchased his twenty shares, they (the trustees) were at law, and all his money, and that of other shareholders, was spent in prosecuting a suit about a property with which they had nothing to do. He said, when he had inspected the trust deed he found therein an omission, or blank, which, in his opinion, made it no "trust deed" at all; he complained that the trustees had called a small number of the larger shareholders to advise upon matters connected with their property, without consulting the shareholders generally, by calling a meeting; and he persisted that they had no business with Beacon.

Some general conversation ensued upon these rather singular opinions, between Messrs. SWEETMAN, MILLER, and others, who wished to know the precise object which Mr. Major aimed at, in thus, after the decision of the law in their favour, and giving them possession of their property, a proprietor should come forward and dispute his own title.

The CHAIRMAN, however, in a very lucid manner, showed, to the entire satisfaction of the meeting, that they had only been engaged in law proceedings when they were compelled so to do by the conduct of their opponents, and the duty they owed the shareholders generally; that the trust deed was a perfect instrument, and had been drawn up with the assistance of the very best legal advice that could be obtained; and he most particularly wished Mr. Major clearly to understand, that they had called together a few of their friends to take advice, under circumstances which did not render a meeting necessary, and begged to assure the worthy proprietor, that though on all particular occasions they should never hesitate to call a general meeting when the interests of the shareholders required it, the trustees would on every occasion, when they saw a necessity for so doing, call in all and every person they might choose, who they thought was capable of assisting them with advice in any point connected with the interests of the company, and which was in accordance with the provisions of the trust deed—the clause to that effect of which he read.

The resolution was then carried unanimously, to the effect, that 2822 6*l.* shares (making the whole number of shares 5000) be now issued at 3*l.* per share, and divided among the shareholders, in proportion to the shares held by them; and that in the event of their not all being taken up by the shareholders, the remainder to be disposed of by the trustees.

A PROPRIETOR asked, if the sum of nearly 9000*l.*, which would thus be raised, would be sufficient for all purposes?

The CHAIRMAN said, the trustees would not take upon themselves to say decidedly it would, but from all the information they could obtain from the best practical men of the day, they thought it would be amply sufficient to pay the costs of the law proceedings, advances, and the expenses of prosecuting the works with that degree of spirit (and he begged to say, as far as he was concerned, they should be carried on with spirit or not at all) that would very soon give an ample return to the proprietors for the capital advanced.

Thanks were then voted to the trustees and chairman, who, in returning thanks, said they had hitherto devoted their time and attention to the arduous duties which had devolved upon them, without fee or reward, solely for the benefit of the undertaking, which they believed to be of the most promising nature; that they were still ready to perform those duties to the utmost of their abilities, and hoped the time was not far distant when they should be able to return to the shareholders something more solid than promises and thanks—namely, a dividend.

With the exception of the observations of Mr. Major, the meeting went off with much harmony, and every individual appeared highly satisfied with the result of the day's proceedings.

## MINING CORRESPONDENCE.

### ENGLISH MINES.

HOLMBUSH MINING COMPANY.

*Stoke Climsland, April* 15.—The ground in the cross-cut north of the engine-shaft, at the 100 fathom level, is of a harder description for driving. In the eighty fathom level west of engine-shaft no alteration, more than the lode appears to be discharging a larger quantity of water, denoting our nearing the junction of this and the north lode. The lode in the sixty-two fathom level west is not quite so favourable at present, about twenty inches wide, and worth from three and a half to four tons per fathom. The lode in the stopes, at the back of the forty fathom level, is a rich course of ore, two feet wide, and worth from five to six tons per fathom. The lode in the seventy fathom level west, and other tutwork bargains (not above described), has not been taken down during the last week. With respect to the tribute department little alteration, except a pitch in the back of the seventy fathom level, which has improved. We expect to commence sampling at Calstock-quay, on the 19th inst., and calculate to weigh about 170 tons of copper ore.

F. PHILLIPS.

GWENNAP MINING COMPANY.

*April* 13.—In the thirty fathom level east no alteration. In the twenty fathom level east good ground, with good stones of tin. In the twenty fathom level west no alteration. The ten fathom level east continues favourable. We have set another pitch in the back of the ten fathom level east to two men, at 6s. in 1*l.*

C. H. RICHARDS.

ST. HILARY MINING COMPANY.

*April* 13.—In the engine-shaft no alteration. In the seventy fathom level west lode eight inches wide, with yellow ore. In the seventy fathom level east the lode is eighteen inches wide, grey throughout. In the sixty fathom level the lode is eighteen inches wide, grey throughout. In the winze, in bottom of sixty fathom level, the lode is sixteen inches wide, grey throughout.

C. H. RICHARDS.

UNITED HILLS MINING COMPANY.

*April* 16.—In the twenty-five fathom level the lode is two feet wide, with but little ore. In the thirty-five fathom level the lode is three feet wide, intersected with good branches of ore—promising appearance. In the adit level, is driving east, the lode is eighteen inches wide, coarse in quality. In the ten fathom level the lode is from two to three feet wide; about two feet of which is producing ore of a fair quality. In the twenty fathom level the lode is not looking so well. In the twenty-seven fathom level there is no alteration. In the thirty fathom level we are obliged to abandon the shaft in consequence of the water being so quick. At the thirty-six fathom level there is no lode broken in either of these levels, east or west of Turton's shaft, since our last setting. In the forty fathom level, is driving east from Williams's shaft, the lode is much larger than it has been for the last six fathoms driving, and looking more kindly; west of ditto, the lode is still large, and producing about the same quantity of ore as it hath for some time past. In Williams' shaft no lode has been taken down since our setting re-

C. PENROSE.

WEST WHEAL JEWEL MINING ASSOCIATION.

*April* 15.—At Buckingham's perpendicular shaft, the south adit shaft, and the rise against the latter from the thirty fathom level, are all much the same as last reported. The forty-two south, on Hodge's cross-course, in the past week we have cut the middle branch, east of the cross-course; it is about six inches wide, chiefly black and grey ores. At Wilkinson's engine-shaft the lode is not taken down for the week. In the deep adit east end, west from the shaft, the lode is about eighteen inches wide, composed of prian, spar, &c., mixed with black and grey ores. The Great Gossan lode is about twenty inches wide, composed of peach, spar, &c., producing stones of yellow ores. M. WILLIAMS.

TRELEIGH CONSOLS MINING COMPANY.

*April* 13.—The winze under the twenty, at Christoe, is now holed, and the pitch now working to the west of it is one of those mentioned in my last, where we have four men, who will break this month a good pile of ore, and open ground for setting another pitch next month. The pitches are looking excellent, and the men working lustily, and getting wages in their respective tributes. Caristoe shaft is sinking on the course of the lode, under the forty fathom level. The forty east is improved, having a good leader of ore in the back coming under the pitch, which is also improved greatly in going down. Our pitches at Shauger are looking pretty well, and the men getting good wages. At Williams's we are every day expecting to cut the little north lode east of the flucean. W. SINCOCK.

CORNUBIAN MINE.

*Chiverton, April* 16—In our forty fathom level, on the south lode, the ground still continues hard, with a good branch of lead in it, but not quite so large as it was when I wrote you last. This level has scarcely ever been without lead from the shaft to this time. The same level west, on Chiverton lode, is poor at present, but I think that we shall have a good lode there shortly. The thirty-two fathom level west, on Chiverton lode, still looks well. The sixteen fathom level west, on Chiverton lode, is poor. The rise in the back of the forty fathom level, on Chiverton lode, will be holed in the course of a fortnight. We expect to sample, next sampling, eighty tons of lead, which will take place on Saturday, the 27th inst. We have now dressed forty-eight tons, and undressed forty-nine tons. J. BORLASE.

TAMAR SILVER LEAD MINING COMPANY.

*April* 15.—No alteration has taken place in the lode in the 145 fathom level north; but in the winze sinking on this level we have a kindly lode, two feet big, all saving work. There is also a kindly lode going south, at the 105 fathom level, three feet wide, and saving work. The lode in the south end, at the ninety-five fathom level, continues to yield some ore work. In the winze sinking under this level the lode is from two to three feet big, producing stones of ore; we expect to hole in the course of the week. In the south end, at the eighty-five fathom level, the lode is fifteen inches wide, saving work. Going south, at the seventy-five fathom level, the lode appears to be gradually improving; it is about a foot and a half in width. We shall sample on Monday next about the same quantity as last.

MARK JAMES.

REDMOOR CONSOLIDATED MINING COMPANY.

*Redmoor Mines, April* 15.—In driving north, at the seventy fathom level, the lode is from eight to ten inches in width, saving work for silver lead ores. Going south, at this level, the lode is about fifteen inches wide, good work for silver lead. At the sixty fathom level north, the lode is from four to six inches wide, yielding some good work. Johnson's whim-shaft, sinking below the sixty fathom level, is down about eight feet; lode about eight inches big, rich for silver lead. The lode in the winze, sinking below this level, on the tin and copper lode, is much the same as stated in my last. In the south end, at the forty fathom level, the lode is from six to eight inches in width, saving work for lead, and from the nature of the ground and appearance of the lode we may shortly expect a favourable result. At the north mine driving east, at the twenty fathom level, we have lately intersected a small branch, showing a little lead, which we consider is a split of the main lode, however, this we shall shortly ascertain. We hope to sample on Thursday next about thirty-two tons of silver lead ore. S. HARPER.

## MEETING OF THE MINING INTEREST.

On Monday week a very numerous and respectable meeting was held at Pearce's Hotel, Truro, "to take into consideration the present state of the negotiation respecting the Duchy Limitation Bill, and also the Bill proposed to be introduced or the Amendment of the Stannary Court Act."

Mr. TREMAYNE, on being called to the chair, said, he would first state the ground upon which Mr. Collins and he had taken the liberty to request their attendance to-day. It immediately arose from a letter which Lord Falmouth addressed to Mr. Collins, from London, in which he said—

Falmouth House, March 28, 1839.

At the request of the four county members, who have just met me in Downing-street, to consider the subject of the Bill proposed to be brought into the House of Commons by Mr. Spring Rice, for carrying out the late King's promise to bring the Duchy within the Nullum Tempus Act, and also to consider the proposed amendments to be contained in a new Bill for improving the Stannary Courts, &c., I write to say, that a public meeting appearing desirable for obtaining the sanction of the county to an assessment of the tin produce, as well as of other minerals, towards the expenses of the Court, if not to other parts of the said amendments, we shall be obliged to you to call the meeting in concurrence with Mr. Tremayne.

Your's sincerely,

To Edward Collins, Esq. FALMOUTH.

Lord Falmouth's letter only directs parties to the calling of a meeting for the purpose of considering the assessment of tin produce, as well as other minerals under the Vice-Warden's New Bill; but having heard from the county members, and Lord Falmouth having incidentally mentioned that they had a conference on the subject, they had heard from the county members that it was their wish to be fortified by the opinion of the county, and they (Mr. Tremayne and Mr. Collins) had thought it prudent to include that object in their notice calling the meeting. In consequence of that authority they called this meeting, and they hoped the meeting would not think they took too much upon themselves. There were two bills to be considered. First, the Bill for the Improvement of the Vice-Warden's Court, and that appeared to him to divide itself into three or four heads; the first was that of taxing tin, which had been heretofore exempt, in consequence of the Duchy duty. That duty having ceased, it had been thought by the Vice-Warden and others that there was no longer reason for exempting tin from the tax now levied on other minerals. The next head appeared to refer to points of practice, of which they could be no judges. Perhaps they would be better left to the Vice-Warden. Then there was another part of the Bill which appeared to him to be important—the increase of salaries and establishment of that Court. Those that recollected the former discussions in this room three or four times, would be aware that no one had any idea that a general Small Debts' Court would arise out of the proceedings then in hand. Such had been the fact, and it would be for this meeting to consider whether it would be fair that the mines should be taxed for the purpose of increasing the establishment. He thought there was only one other point to be considered—the power of adjournment of the Court of the Vice-Warden. These appeared to be the four points of the Bill. With respect to the other Bill, which is called the Duchy of Cornwall Possessions' Bill, in the technical language of the House of Commons; it was printed in last August, but there not being time to carry it through Parliament, it had been renewed this year expressly in the same terms as it was last year printed. This Bill, which he had compared with the Nullum Tempus Act, which passed in 1769, appeared to be almost the same, with one exception, and that was in mines and minerals. There was no such exception in the Nullum Tempus Act. Their prayer to his late Majesty was, that he would consent that the Duchy should be put on the same terms as the other possessions of the Crown—that sixty years possession should be a good title. They received from his late Majesty a consent to that prayer in the broadest and most unqualified terms. That principle would be invaded by one of the clauses, and it would be for the meeting to consider whether that clause should remain a part of the Bill.

Sir CHARLES LEMON—Before you proceed I should like to make one observation, why we called on Mr. Tremayne and Mr. Collins to request them to call this meeting. A very short time before we went to London, Mr. Pendarves and myself received the following letter from the Vice-Warden:—

24, Montague-place, Bedford square, Dec. 29, 1838.

The Vice-Warden proposes that early in the next session of Parliament, a Bill, with clauses similar to those herewith sent, and entitled "An Act to make further provisions for the administration of justice, and for improving the practice and proceedings in the Courts of the Stannaries of Cornwall," be presented to Parliament, and introduced in the House of Commons.

He thinks these clauses are expedient for the purpose, and fully justified by the practice of two years, during which the business has been of that quantity and quality as may be thought to have given him sufficient information and experience on the subject.

He hopes, therefore, for the assistance of all who are interested, or who represent those who are interested, in the well-being of the Court; and he will gladly avail himself of any opportunity afforded to him of explaining the reasons for the several proposed clauses, especially as the marginal observations are necessarily concise.

Sir C. Lemon, Bart., M.P., &c. &c.

We received this (said Sir Charles) but a short time before it was necessary to go to London, and it was then quite impossible that we should consult you; but we took the earliest opportunity of informing Mr. Dampier (the Vice-Warden) that this Bill contained provisions which made it absolutely necessary that we should apply to you before we carried the Bill up. These clauses have been stated to you by Mr. Tremayne. First, the levying of a duty upon tin, the same as on other minerals. I do not see any objection to that. The amount would be very small compared with the many thousands saved to the county by the Duchy duty. Notwithstanding, being a tax, and being an act of levying money on the public, the county members felt that they were not authorised to proceed with it without your sanction. There is another part of the Bill which also called for your sanction, namely, that of applying the money so received. Both in the levying and in the application of public money, we thought your consent necessary. The sum to be raised, probably, would be about 250*l.* Now, the funds at present are decidedly deficient. This sum would be applied, in the first instance, to the clearing off of an arrear which has accumulated, and to the payment of deficiencies which would occur in future. It is proposed also, that certain additions should be made to the salaries already existing, and that one office should be created; that an addition of 100*l.* a year should be made to the salary of the registrar, in consequence of the great increase of the business in his Court. There is but one opinion as to the efficiency of the present registrar. It is also proposed that he should be allowed a clerk, with a salary, say of 50*l.* a year; that there should be two prothonotaries instead of one, the amount of salary being the same, but divided differently; and that 10*l.* a year should be allowed to the collectors on account of increase of duty, the expression in the Bill being that the original salary was on the ground that he should apply himself to the collecting of duties on other minerals. Being a matter of fact, there was no calculation with regard to that. There were several people ready and anxious to take that office; among the rest Mr. Henwood, one of the assay masters, and others, who, I have no doubt, would execute it for the same salaries that now exist. With respect to the other Bill, Mr. Tremayne stated, that it was brought in with the Duchy Revenues Bill last year. Mr. Tremayne has stated that it was too late to proceed with it, but a short time before we went to London we received a letter from the Chancellor of the Exchequer, requesting us to consult our constituents, that we might be able to proceed directly on the meeting of Parliament. It was a very short time before our going to London, so that we had no opportunity to consult you; but when we met in London, it occurred to us that as that Bill was once in Lord Falmouth's hands, it was better to wait till he came to town, and we would then go to the Chancellor of the Exchequer and resolve what course we would take. On the 11th of March Lord Falmouth came to town; on the 13th we met at his house; and on the 20th we went to the Chancellor of the Exchequer. We expressed to him how great had been the disappointment of the county at finding what had been held out to us as a concession without any limits, was clogged by limits. These we urged upon the Chancellor of the Exchequer, and we left the matter with him, with the engagement that we were to receive a positive answer from him before this time, as to whether these concessions on the part of the Duchy would be made to us or no. We have not yet received that letter, so that we must call upon you to bear in mind the condition that may probably be determined on, either one way or the other. What we wish, is to be fortified with your opinion, that in case this exception be not withdrawn, whether you wish that the Bill, as it now stands, should be accepted on our part or no. The Chancellor of the Exchequer has authorised us to say, that if they should find hereafter that they do not feel themselves authorised to recast that Bill in the shape that we have endeavoured to press upon them—if it should be the case that the county is not inclined to accept it in the form that it now is—he is perfectly ready to withdraw it and to postpone it to some future time.

The CHAIRMAN trusted that the meeting would allow him to remedy an omission on his part. He had omitted to read a note from Lord Falmouth to the Chairman, which he would now lay before them:—

Falmouth House, April 6, 1839.

MY DEAR SIR,—I request the favour of your presenting my respects to the meeting on Monday next, and expressing my regret that unavoidable engagements in London forbid my attending it, as I should otherwise have made it a point of doing.

With respect to the proposed Bill for limiting the Duchy claims, I beg you to assure the meeting, that if the expectations which I had the Royal authority for entertaining have not yet been realised, it is not owing to any want of exertion on my part, as voluminous documents would show; and that should the confidence that has been reposed in me on so many former occasions be renewed, I shall not only be ready, but anxious, with the aid of the county members, to obtain the full benefit of the promise made—the more so, as I was the medium of that promise to the county. I am, my dear Sir, very faithfully your's,

To the Chairman, &c. &c. FALMOUTH.

Mr. COLLINS—Having, in conjunction with Mr. Tremayne, been the instrument of calling this meeting, if no other gentleman has any thing to propose, if the meeting will give me leave, I will read some resolutions which I now hold in my hand. I shall begin with that relating to the new bill proposed by the Vice-Warden to amend the existing act relating to the Stannary Court. Mr. Tremayne has already stated what seems to be necessary to be particularly adverted to in any resolutions that we may pass. I will now read either the resolutions concurrently or *seriatim*, as the meeting may wish. Mr. Collins then read the following resolutions, which he proposed for the adoption of the meeting:—

1. That it appears to this meeting that the coinage duty on tin having now ceased, no reason exists for the exemption of tin from the per centage levied on other minerals for the support of the Vice-Warden's Court.

2. That it appears to this meeting that the present establishment of the Vice-Warden's Court is sufficient for the dispatch of such mining business as is there transacted, and that it is not expedient that the salaries of its officers should be increased.

3. That it appears to this meeting that if in practice the Vice-Warden's Court becomes a Court of Small Debts accessible to all her Majesty's subjects, whether tinners or otherwise, it is not reasonable that such additional expenses should fall on the Duchy or on mines.

4. That with respect to the adjournment of the sitting, in certain cases, as proposed in the Bill now submitted to Parliament, it is expedient that provision be made for emergencies, but that the sittings shall not be adjourned beyond the period of each quarter.

Now these are the only resolutions (said Mr. Collins) that I have to propose to this meeting relating to the Vice-Warden's Court Amendment Bill. It does appear but reasonable, the coinage duty having been taken off from tin, which was the only ground upon which tin could be exempt from contributing to the support of a court relating to mines, that it should now contribute towards the expenses of a court formed for the purpose of settling mine disputes. If you will allow me, gentlemen, I will put the question now to the meeting, that the first resolution do now pass.

It being suggested that the resolution had not been seconded, Sir J. SAWLE seconded it, and it was then put from the chair and carried.

The second resolution was then read and put, having been seconded by Mr. TREFFRY, when

Mr. PAUL said—Will you allow me to ask whether it would not be expedient that some inquiry should be instituted into the business transacted by the present officers of the court, and whether the fact of the court entertaining small debts to such an extent does really increase the duties of the registrar or not? I have had an opportunity of seeing the practice of the court to a very considerable extent, and it certainly does appear to me that, setting the small debt question entirely on one side—supposing the registrar had nothing whatever to do with the small debts—and he has little to do with them—he has more than any man of his education, and of his qualifications for the discharge of the duties of the office, should be expected to do for the salary he receives. And in addition to those duties, there are copies to be made to an immense extent. The length of reports and other documents prepared in his office is equal to reports in the Court of Chancery; and the manual labour performed by the registrar himself, in addition to his very responsible duties, is enormous. In addition to the regular hours which are fixed by Act of Parliament for the office to be open, from twelve till four, he is frequently there from five or six to eleven or twelve. Now he has no clerk whatever. The inquiries that take place in the registrar's office are equally important to those that take place in the office of a Master in Chancery. The Master in Chancery has three clerks, and he puts out all engrossing work to the stationer; the registrar has no clerk whatever, and his labours are very onerous, and he has performed the duties to the satisfaction of all who have business with him.

The CHAIRMAN—Will you move any amendment?

Mr. PAUL—I would suggest merely that a committee should be appointed to inquire into the duties, the manner in which they are performed, and the time they take.—Mr. M. WILLIAMS—I beg to second the amendment.

Dr. CARLYON asked whether there were not gentlemen present who could give information with respect to this? He thought that all the information required might be obtained from those in the room, and that it would be saving time if that was obtained now.

Mr. COLLINS—It appears to me that few of those are present who are qualified to give an opinion upon the subject except professional men. They are conversant with the practice of the court, and can best form an idea of the extent of the business to which the registrar is at present subjected. If it is beyond his capacity to perform himself, it may be a question how far it may be necessary to pay clerks to perform those duties, or whether his own salary is sufficient for doing that. Every body agrees, I believe, as stated by Mr. Paul, that no one can transact the business of the court more satisfactorily than the registrar does. I am sure, in proposing the resolution which I have done, I am by no means tenacious of it—not in the slightest degree. It was proposed without any sufficient knowledge of what the duties of the registrar were, or how far he might be able, with his present salary, to find that sort of assistance which might be necessary to carry on the business of his office.

Mr. HOCKIN—So far as I understand the nature of Mr. Collins's proposition, it seems to be founded partly on the supposition that the registrar's duties arise out of the small debts' court. I think I can agree with Mr. Paul in saying that no part of his time is occupied by the small debt court, for that is entirely in the hands of the under officers.

Mr. PAUL—That certainly is a fact. There are no pleadings for the small debt practice—merely a summons. The whole that the registrar has to do is to tax the costs, and that he has only done a little while till he instructs the prothonotary; but I will venture to say that it does not take an hour in a fortnight to perform all the duties that are performed by himself. In addition to those duties, perhaps I may be allowed to say that the Vice-Warden has not made this court a court for the recovery of small debts. The jurisdiction has existed from time immemorial. It is a tinner's court. There are pleadings—at a very early period there was an action for breach of promise of marriage—and a tinner has a right to sue. If he goes and calls himself a tinner, and is not so, the other party has a right to object; but if he does not, the Vice-Warden must try the cause.

Mr. TREFFRY—I certainly held up my hand in favour of the original resolution, and with all due deference to the legal profession, I think that there ought to have been notice given that this particular point would be mooted. The court has been established only two years, and I think that some notice ought to have been given of any intention to move for an increase of salaries.

Mr. KENDALL—Is the labour much greater than was first anticipated?

Mr. PAUL—The legitimate business of the Vice-Warden's Court in matters relating to mines only has been fifty times greater than it ever was before that Act of Parliament passed, and accounts have extended over a term of eight or ten years, involving property to an immense amount; and the greatest labour possible, has been done by him as well as it could be done in the Master's office.

The CHAIRMAN—I ought to state in reply to Mr. Treffry's observation that no notice was given; and in justice to the Vice-Warden I must say he has done me the honour to send to me and to other gentlemen in the county a notice, in which he states his reasons and the whole detail of the business of the court. The hon. gentleman then read a part of a letter from his honour, the Vice-Warden, in which the duties of the office were stated, and that those duties were far greater than was calculated before the salaries were originally fixed.

Mr. PAUL—I had not the most distant idea of saying a word here, but I thought you were coming to a conclusion without sufficient evidence.

Mr. REYNOLDS asked whether the increased taxes put on tin would pay the increased salaries?

Mr. PAUL—The increase would be 75*l.* a-year, for the Duchy have consented to pay one-half.

The CHAIRMAN—The Vice-Warden says that at present the fund is deficient. If the tax of one farthing be added, he thought the duty might be remitted about once in ten years.

Mr. MICHELL—The farthing in the 1*l.* on tin would amount to about 280*l.* or 300*l.* a-year.

Sir CHARLES LEMON said that there was about 200*l.* owing to the Vice-Warden at present.

The CHAIRMAN said it appeared to him that if the opinion of the meeting were taken on the original resolution it would be open for any one to address his arguments to those who would have to speak on the bill.

Sir C. LEMON—As we come for instruction I think it would be best if the meeting would make up their minds rather than hand over the thing to us. Ultimately we shall have but little more information than that on which the meeting may now act.

The CHAIRMAN—I don't know to what body the committee can report unless we have another meeting.

Mr. PAUL believed all the information they required was in that room. The registrar's whole time was devoted to the office, and he was a most efficient registrar. Without inconvenience to the practitioners he cannot go away a single day.

Mr. R. FOX—He has to go through very long and intricate accounts that might have been twenty years in Chancery.

Some conversation here took place, and the CHAIRMAN afterwards said it was proposed to withdraw the original motion and amendment, and to put the resolution. After some conversations as to some verbal alterations, the resolution was agreed to.—The third resolution was then put and carried.

The next resolution, providing for the regular sittings of the court was then moved by Mr. COLLINS, and seconded by Mr. S. DAVEY, and carried *nem. con.*

Mr. COLLINS—We now come to a subject that appears to me of much greater importance than that which we have already disposed of, viz., the Duchy Possessions' Bill, as the new bill, I believe, is termed. After that promise, which seemed to have been made in an unqualified manner by his late Majesty, and after the long negotiations which took place through the medium of the Earl of Falmouth, assisted, I believe, by the county members—when we consider that that was determined satisfactorily to this county, I did hope that in any bill that might be brought in, the clauses which were considered obnoxious relating to a claim upon minerals, would have been entirely waived. But it appears that in the new bill the clause is inserted. If the bill was to pass with that clause, it would affirm a right which at present is at least disputed, and therefore we should not be in any way benefitted by the passing of this bill. What seemed to have been passed unconditionally, and which was the prayer of this county was, that the Duchy should be put precisely on the same footing as the rest of the kingdom in the Nullum Tempus Act. That, in so many words, was assented to by his late Majesty; and feeling that her present Majesty should graciously concede to us what the late king did, I shall beg leave to read this resolution to you. Whether it is sufficiently stringent or not it will be for this meeting to resolve; but I trust and hope that we shall be unanimous in expressing our strong feelings of the justice of being placed precisely in the same situation as the rest of the kingdom is placed in. The hon. gentleman then read the two next resolutions,* which then formed one.—Colonel CARLYON seconded the motion.

Sir C. LEMON—I should like to make one observation. It is only upon that expression of Mr. Collins's—that if this clause remains in the bill it would in point of fact confirm that which is now in dispute. The title of the clause is this—"titles to mines and minerals not to be affected by possession of rents and profits of the surface." We learnt from the Chancellor of the Exchequer that it is the real honest intentions of the government that titles to mines are not to be either affirmed or denied. And further he authorised us to say, that if by any alteration of the wording that matter can be rendered more clear than it now is, they were perfectly ready to accede to that. I give no opinion on the resolution moved by Mr. Collins. Whether ultimately it may be worth while to accept the bill, that clause remaining in it, is quite another question. But if it only remains on the idea that this right may be in some measure affirmed or not, I have it in my power to state that any favourable alteration in the wording would be attended to.

The thanks of the meeting were then voted to Mr. Tremayne and Mr. Collins, and, after some further conversation, the meeting separated.—*West Briton.*

* 5. That this meeting, while it receives with grateful acknowledgment the information that a bill is to be introduced into Parliament with her Majesty's consent, providing that all her Majesty's subjects may quietly hold and retain all their manors, lands, tenements, and hereditaments, within the county of Cornwall, which they, their ancestors, or predecessors have enjoyed for sixty years and upwards, notwithstanding any claims of the Duchy of Cornwall thereon—observes, nevertheless, with great regret, the proposal, that no person, by reason only of his having been in possession, by himself, his ancestors or predecessors, of the rents or profits of any lands shall be deemed to have any title to mines or minerals under such lands.

6. That this meeting recurs with grateful recollection to a communication made on this subject from the council of the Duchy of Cornwall, during the reign of his late most gracious Majesty, which declares, in substance, his Majesty's consent that the provisions of the statute commonly called the Nullum Tempus Act, as regarding the Crown, shall be made to extend on equal terms to the Duchy of Cornwall; and that it confidently hopes that her present most gracious Majesty will be induced to consent that full effect may be given to the intentions of his late Majesty in this respect without exception or reserve.

FATAL ACCIDENT.—At six o'clock on Monday evening last, as a young man, named Evan Leyshon, a team-man to the Tondee Company, was returning home from Porthcawl Harbour, with the team and trams in his charge, and feeling himself much tired, he sat himself on the tram shaft, and gave a sudden lash with the whip, to the horse next him, which as suddenly started. The poor fellow lost his seat and the trams went over him. He survived not half an hour after the accident, medical aid proving of no avail. An inquest was held by Lewis Reece, Esq., coroner, and a respectable jury. Verdict—"Accidental death."

STEAM NAVIGATION TO INDIA.—In the forthcoming miscellaneous estimates there is an item for "fifty thousand pounds (50,000*l.*), being an estimate of the sum required to be voted towards defraying the expense of 'Steam Communication to India by way of the Red Sea,' for one year, to March 31, 1840."

POWRY INTELLECTUAL SOCIETY.—On Wednesday evening, the 20th ult., Capt. S. Vivian, of Tywardreath, delivered to this society an interesting lecture on geology and mining. His account of the formation of the strata of Cornwall and Devon gave great satisfaction. He remarked that the stony masses of which the earth is composed are numerous, and are found laid one above another, so that a rock of one kind of stone is covered by another species of rock, and this by a third, and so on; that they follow one another in regular order, from the deepest part of the earth's crust, which has been examined, to the very surface. That besides the rocks which constitute almost the whole of the earth's crust, there are masses to be considered traversing the rocks in a different direction, and known by the name of veins; and his description of the nature and arrangement of the various metallic veins was scientific and pleasing. He also accounted for the formation of grain tin, in valleys, and the various layers of vegetable matter, &c.—A vote of thanks was given to the lecturer, which passed unanimously, and the audience, which was very respectable, separated, highly pleased with the proceedings of the evening.

## RAILWAY INTELLIGENCE.

LONDON AND GREENWICH RAILWAY.—The number of passengers on the line from the 11th inst., to the 17th inst., was 28,522, producing (including creek and footpath), 974*l.* 12s. 7d.

MANCHESTER AND BIRMINGHAM EXTENSION RAILWAY.—In the House of Commons, on Thursday evening, Mr. Poulett Thompson presented two petitions in favour of this Railway Bill. The first petition was from the Earl of Lichfield, in consequence of a petition that had been presented and printed with the votes, from Mr. S. Baxter, on a former night, denying that his lordship's name had been used in any way contrary to the rules of the house, and asserting that his lordship's property was confined to one field only, whereas it extended three miles along the line. The other petition was from the agent for Lord Ferrers, stating that his name had been used as an opponent of the bill against his wish. This petition was withdrawn, owing to an informality, and that of the Earl of Lichfield ordered to be printed. The hon. member then presented two petitions from the inhabitants of Manchester, and from the mayor, aldermen, and council of that city, in favour of the bill.

DUBLIN AND DROGHEDA RAILWAY.—The directors have determined on increasing the charge for seats in the second-class carriages one penny. The charge was 8d.—it is to be 9d. for the future. They calculate that this will add 1600*l.* a-year to their income, trifling as the increase may appear to be.—*Herald.*

CENTRAL RAILWAY STATION AT DERBY.—It has been finally agreed upon to form a station in the Old Meadows, Derby, as a starting point for the North Midland, Midland Counties, and Birmingham and Derby Railways. The centre of the edifice will be appropriated to the purposes of the North Midland Railway.

NORTH WINGFIELD BRANCH RAILWAY.—The line of railway in contemplation at North Wingfield will extend two and a half miles, and will be executed by the North Midland Railway Company. It is for the purpose of conveying coals from certain collieries belonging to his Grace the Duke of Devonshire, and is intended to join the North Midland Railway, at Ankerbold, near Tupton bridge. The ground required for the formation of this branch is now in course of being marked out.

SHEFFIELD AND MANCHESTER RAILWAY.—SHERIFF'S INQUIRIES.—The following verdicts for land taken by the company were recorded on Thursday week, at Mottram, before Leigh Trafford, Esq., as sheriff's assessor:—For 15a. 3r. 9½p. of land in Hattersley, belonging to Lord Stamford, 1580*l.* 18s. 9d.; for 1a. 1r. 19½p. of land in Newton, the property of Mr. Marler's trustees, 355*l.*; for 25a. 3r. 28½p. in the township of Tintwistle, the property of John Tollemache, Esq. (part of which is required for the tunnel), 275*l.*; for 1a. 1r. 16½p. in Godley, belonging to Messrs. Rowbottom, 275*l.*; damage by severance, 325*l.*—together, 600*l.* Messrs. Foster and Brandt appeared as counsel for the company; Mr. Wilkins for the landowners. We believe, that in three out of four cases these verdicts were taken by agreement between the parties, as indeed the prices given will sufficiently indicate. Only one of the inquiries was actually tried.

DREADFUL ACCIDENT.—A few days since a most melancholy accident occurred at at a mine near Ystymtuen, only a few miles distant from Aberystwith. Five men were "holing" for ore in the vicinity of an old shaft which had not been worked for many years, and which contained an immense body of water. Through the most lamentable want of caution in the proprietor of the mines not properly ascertaining the distance of the spot where the poor men were working from the adjoining shaft, they being repeatedly given to understand that it was at least eight or nine feet distance, the water broke with a mighty crash, whereby four of them were instantly drowned; the fifth escaping almost by a miracle. It was a considerable time before the water could be drawn off, and when the bodies were found three of them had fast hold of each other, and they had all their candles firmly clenched in their grasp.

## SALE OF COPPER ORES AT SWANSEA,

*Sampled March 26, and sold at Swansea, April 17.*

| Mines | Tons | Produce | Stand. | Price | Mines | Tons | Produce | Stand. | Price |
|---|---|---|---|---|---|---|---|---|---|
| Cronebane | 123 | 6¾ | 113½ | 5 4 0 | Chili | 51 | 20¼ | 94¾ | 16 14 6 |
| ditto | 65 | 7¼ | 110 | 5 14 6 | ditto | 29 | 48¼ | 91½ | 34 11 0 |
| ditto | 63 | 7 | 111¼ | 5 11 0 | Ballymurtagh | 80 | 4¾ | 124¾ | 3 13 0 |
| ditto | 35 | 6¼ | 113½ | 4 17 0 | ditto | 74 | 4¾ | 124¼ | 3 10 0 |
| ditto | 31 | 4¾ | 123 | 3 2 6 | ditto | 58 | 4¾ | 123 | 3 5 0 |
| ditto | 26 | 6¼ | 111¼ | 5 8 0 | ditto | 51 | 5 | 121 | 3 16 0 |
| Tigrony | 70 | 6¼ | 112¾ | 5 10 0 | Cuba | 65 | 18¼ | 97 | 15 7 0 |
| ditto | 55 | 3¼ | 134½ | 2 9 0 | ditto | 63 | 18¼ | 97 | 15 7 0 |
| ditto | 49 | 3¼ | 137¼ | 2 18 0 | Crown | 47 | 5 | 120¾ | 3 15 6 |
| ditto | 45 | 7 | 110 | 5 9 0 | ditto | 35 | 6¾ | 113¼ | 5 8 0 |
| Allihies | 99 | 11¼ | 102¾ | 9 3 6 | ditto | 33 | 7¼ | 109¾ | 5 10 6 |
| ditto | 90 | 11 | 102¾ | 9 1 0 | Llandidno | 64 | 6¾ | 112¾ | 5 7 0 |
| ditto | 90 | 12 | 101½ | 9 18 6 | Hulme Slag | 34 | 2¼ | 146 | 1 8 0 |
| ditto | 71 | 10¾ | 103¾ | 8 12 6 | ditto | 23 | 2¼ | 146¾ | 1 1 0 |
| ditto | 49 | 11¾ | 101 | 9 12 0 | Dolgelly | 26 | 5¼ | 118 | 4 13 6 |
| ditto | 40 | 11¾ | 101¼ | 9 13 0 | Vigra | 19 | 5¼ | 116¼ | 4 11 0 |
| ditto | 34 | 10¾ | 105 | 9 0 0 | Lackamore | 41 | 9¼ | 106¼ | 8 3 0 |
| Knockmah. | 127 | 8¾ | 110¾ | 6 14 0 | Llywidd | 40 | 8¾ | 107¼ | 7 3 0 |
| ditto | 90 | 10 | 106¾ | 8 8 0 | Llanberris | 38 | 5¾ | 117¼ | 4 13 0 |
| ditto | 89 | 9 | 107¾ | 7 8 0 | Drws-y-coed | 35 | 9¾ | 106 | 7 11 0 |
| ditto | 62 | 11 | 104 | 9 4 0 | Simnea Dyl. | 32 | 8¾ | 107¾ | 6 16 0 |
| Chili | 100 | 19¾ | 95¾ | 16 10 6 | Aberglaslyn | 25 | 5¾ | 119 | 5 19 6 |
| ditto | 90 | 20¾ | 95¼ | 17 10 6 | ditto | 5 | 5¾ | 117 | 4 3 6 |
| ditto | 79 | 21¼ | 94 | 17 15 0 | Llanidloes | 18 | 17¾ | 99 | 14 18 0 |

TOTAL PRODUCE.

| Mines | Tons | £ s. d. | Mines | Tons | £ s. d. |
|---|---|---|---|---|---|
| Croneb. } Tigrony } | 561 | £2672 12 0 | Dolgelly | 26 | £121 11 0 |
| Allihies | 472 | 4379 13 6 | Vigra | 19 | 86 18 6 |
| Knockmahon | 368 | 2835 18 0 | Lackamore | 41 | 334 3 0 |
| Chili | 340 | 6327 3 0 | Llywidd | 40 | 286 0 0 |
| Ballymurtagh | 272 | 978 14 0 | Llanberris | 38 | 176 14 0 |
| Cuba | 128 | 1984 16 0 | Drws-y-coed | 35 | 264 5 0 |
| Crown | 115 | 563 12 0 | Simnea Dylluan | 32 | 220 16 0 |
| Llandidno | 64 | 342 8 0 | Aberglasgiyn | 30 | 120 17 6 |
| Hulme Slag | 57 | 71 15 0 | Llanidloes | 18 | 268 4 0 |

Copper ores for sale, May 8.—Copiapo 100, ditto 90, ditto 71, ditto 62.—Cobre 75, ditto 60, ditto 53, ditto 140, ditto 3.—Chili 70, ditto 53, ditto 44, ditto 73, ditto 12, ditto 3.—Cuba 63, ditto 96, ditto 31.—Knockmahon 101, ditto 57, ditto 43.—Llandidno 103, ditto 65.—Ballymurtagh 105, ditto 90.—Tigrony 90.—Cronebane 42.—Crown 79.—Drws-y-coed 44, ditto 30.—Llanberris 42, ditto 11.—Ballygahan 31.—Lackamore 43.—Hulme Slag 12, ditto 12, ditto 11.—Simnea Dylluan 30.—Sygun 30.—Dolgelly 22.—Connorree 30, ditto 23, ditto 9.—Total 2232.

## SALE OF COPPER ORES AT REDRUTH.

*Sampled, April 3, and Sold at Andrew's Hotel, Redruth, April 18.*

| Mines | Tons | Price £ s. d. | Purchasers | Mines | Tons | Price £ s. d. | Purchasers |
|---|---|---|---|---|---|---|---|
| Consols | 114 | 5 5 6 | Williams. | Trethellan | 133 | 3 14 6 | Williams. |
| ditto | 112 | 8 8 0 | —— | ditto | 113 | 5 13 6 | —— |
| ditto | 102 | 9 6 6 | —— | Duffield M. | 90 | 5 16 0 | —— |
| ditto | 100 | 8 5 6 | —— | ditto | 56 | 7 9 0 | Freemans. |
| ditto | 95 | 6 3 6 | —— | ditto | 25 | 13 19 0 | Vigurs & Co. |
| ditto | 75 | 5 18 6 | —— | ditto | 22 | 9 10 6 | P. Grenfells. |
| Tresavean | 133 | 9 8 0 | Freemans. | W. Burrow | 45 | 1 19 0 | Vivians. |
| ditto | 112 | 3 6 6 | Williams. | ditto | 41 | 1 0 6 | Williams. |
| ditto | 98 | 7 8 6 | Freemans. | ditto | 27 | 2 3 0 | Vivians. |
| ditto | 93 | 6 7 6 | Vigurs & Co. | Treleigh C. | 61 | 3 6 6 | Williams. |
| ditto | 92 | 5 0 6 | —— | ditto | 47 | 4 15 6 | —— |
| Fowey C. | 106 | 5 11 0 | Vivians. | S. Caradon | 89 | 9 3 6 | —— |
| ditto | 105 | 6 4 6 | —— | W. Gorland | 78 | 7 11 0 | Vivians. |
| ditto | 96 | 5 6 6 | Nevill & Co. | N. Downs | 60 | 3 3 0 | Williams. |
| | | | | W. Damsel | 14 | 5 16 6 | Vigurs & Co. |

TOTAL PRODUCE.

| Mines | Tons | £ s. d. | Mines | Tons | £ s. d. |
|---|---|---|---|---|---|
| Consolidated | 598 | £4336 13 6 | Treleigh Consols | 108 | £331 5 0 |
| Tresavean | 560 | 3490 13 6 | South Caradon | 89 | 730 4 0 |
| Fowey Consols | 307 | 1735 3 6 | Wheal Gorland | 78 | 589 18 0 |
| Trethellan | 246 | 916 14 0 | North Downs | 60 | 189 0 0 |
| Duffield Mines | 194 | 1313 9 6 | Wheal Damsel | 14 | 81 4 0 |
| Wheal Burrow | 113 | 142 15 6 | | | |

Average standard, 108*l.* 14s.—Average produce, 6¾.—Average price, 6*l.* 3s. 6d.—Quantity of ore, 2282.—Quantity of fine copper, 156 tons 12 cwt.—Amount of money, 14,146*l.* 13s. 6d.—Average standard of last sale, 110*l.* 10s.—Produce, 6.

Copper ore for sale on Thursday next, at Andrew's Hotel, Redruth. Mines and Parcels.—Consols Mines, 775; United Mines, 697; Great St. George, 109; Fowey Consols, 226; Godolphin, 195; Wheal Perran, 105; Great Wheal Charlotte, 172; Wheal Curtis, 160; Wheal Leeds, 51; W. Grambler (at Portreath), 4.—Total, 2673.

Copper ore for sale on Thursday week, at Tyack's Hotel, Camborne. Mines and Parcels.—Consols Mines, 957; North Roskear, 440; Dolcoath, 241; United Hills, 947; South Roskear and Wheal Chance, 108; East W. Crofty and Longclose, 241; Fowey Consols, 600; Wheal Lydia and South Towan, 140; Wheal Trevarna, 173; South Wheal Basset, 138; Tincroft, 103; Balnoon [illegible], 90; Wheal Harriet, 40; Wheal Trigan (at Portreath), 20.—Total, 4075.

## PURCHASES OF BLACK TIN AT TRELOWETH.

April 9.

| Purchasers. | Mines. | Tons. | Total. | Price. £ s. d. | Amount. £ s. d. | Total Amount. £ s. d. |
|---|---|---|---|---|---|---|
| L. C. and W. Daubuz. | Levant | 2¾ | | 44 0 0 | 121 0 0 | |
| —— | Wheal Reeth | 1¼ | | 45 0 0 | 56 5 0 | |
| —— | Wheal Darlington | 6 | 10 | 45 7 6 | 272 5 0 | 439 10 0 |
| Grenfell and Co. | Wheal Mary | 24 | | 46 15 0 | 1122 0 0 | |
| | .... | 4 | | 36 0 0 | 144 0 0 | |
| —— | Great Work | 24 | | 54 10 0 | 1308 0 0 | |
| —— | Boscean | 11 | | 57 15 0 | 635 5 0 | |
| —— | Wheal Olds | 2 | 65 | 56 5 0 | 112 10 0 | 3321 15 0 |
| Batten & Son | Levant | .. | 1¼ | 44 0 0 | .... | 55 0 0 |
| Bolitho and Co. | St. Ives Consols | 15½ | | 46 0 0 | 713 0 0 | |
| —— | Wheal Reeth | 9 | | 47 0 0 | 423 0 0 | |
| | .... | 1¾ | | 45 0 0 | 98 15 0 | |
| —— | Morvah & Zennor | 4½ | | 53 12 6 | 241 6 3 | |
| —— | Wheal Olds | 6 | | 56 5 0 | 337 10 0 | |
| —— | Marazion Mines | 2 | 38¾ | 45 0 0 | 90 0 0 | 1348 11 3 |
| Williams and Co. | St. Ives Consols | 10½ | | 46 0 0 | 483 0 0 | |
| —— | Boscaswell | 23 | | 52 2 6 | 1198 17 6 | |
| | .... | 1 | | 48 0 0 | 48 0 0 | |
| —— | Levant | 12 | | 46 2 6 | 553 10 0 | |
| —— | Morvah & Zennor | 3 | | 53 12 6 | 160 17 6 | |
| | .... | ½ | | 59 2 6 | 29 6 10 | |
| —— | Marazion Mines | 5 | 55¼ | 47 5 0 | 236 5 0 | 2789 16 10 |
| Bissow Bridge. | St. Ives Consols | 5 | | 46 0 0 | 230 0 0 | |
| | .... | 7 | | 47 0 0 | 329 0 0 | |
| —— | Charlestown U. M. | 11¾ | | 50 2 6 | 588 19 4 | |
| | .... | 19¾ | | 50 7 6 | 989 14 4 | |
| —— | Boscaswell | ½ | 43¾ | 48 0 0 | 24 0 0 | 2141 13 8 |
| | | | 213¾ | | | 10561 6 9 |

## PURCHASES OF COPPER ORES AT REDRUTH,

April 11.

| Purchasers. | Mines. | Tons. | Total. | Price. £ s. d. | Each parcel. £ s. d. | Total Amount. £ s. d. |
|---|---|---|---|---|---|---|
| Mines Royal Co. | Tresavean | 20½ | | 9 5 6 | 191 13 8 | |
| | Relistian | 10 | 30½ | 11 6 0 | 113 0 0 | 304 13 8 |
| 2. Vivian & Sons. | Carnbrea | 63 | | 6 18 6 | 436 5 6 | |
| | .... | 28 | | 13 0 6 | 364 14 0 | |
| —— | .... | 13 | | 12 6 6 | 160 4 6 | |
| —— | Wheal Treasury | 41 | | 8 2 6 | 333 2 6 | |
| —— | .... | 80 | | 5 6 6 | 426 0 0 | |
| —— | .... | 68 | | 3 4 6 | 209 12 6 | |
| —— | Wheal Virgin | 82 | | 5 7 6 | 440 15 0 | |
| —— | .... | 79 | | 5 5 6 | 415 7 0 | |
| —— | .... | 31½ | | 5 5 6 | 166 3 3 | |
| —— | .... | 34 | | 2 10 6 | 85 17 0 | |
| —— | Wheal Harmony | 66 | | 7 6 0 | 481 16 0 | |
| —— | Gt. Wheal Fortune | 70 | | 4 5 0 | 297 10 0 | |
| —— | Tresavean | 101 | | 2 13 0 | 267 13 0 | |
| —— | .... | 20½ | | 9 5 6 | 191 18 8 | |
| —— | .... | 60 | | 5 5 6 | 316 10 0 | |
| —— | Levant | 29½ | | 7 14 6 | 205 2 9 | |
| —— | .... | 28 | | 9 6 0 | 260 8 0 | |
| —— | .... | 25 | | 7 14 6 | 193 2 6 | |
| —— | Wheal Julia | 19½ | 945½ | 10 0 0 | 195 0 0 | 5546 17 2 |
| 3. Freeman and Co. | Carnbrea | 26 | | 5 0 6 | 130 13 0 | |
| —— | Wheal Virgin | 35 | | 12 8 6 | 434 17 6 | |
| —— | Fowey Consols | 102 | | 6 1 0 | 617 2 0 | |
| —— | .... | 94 | | 6 4 6 | 585 3 0 | |
| —— | Wheal Unity Wood | 18¾ | | 4 11 0 | 84 3 6 | |
| —— | Relistian | 69 | | 7 16 6 | 532 2 0 | |
| —— | .... | 36 | | 5 8 0 | 202 8 0 | |
| —— | Wheal Mary | 28 | | 3 13 0 | 102 4 0 | |
| —— | Wheal Osborne | 14 | 441¼ | 4 18 6 | 68 19 0 | 2867 12 0 |
| 4. Grenfell & Co. | Wheal Virgin | 31½ | | 5 5 6 | 166 3 3 | |
| —— | .... | 48 | | 5 7 6 | 258 0 0 | |
| —— | .... | 38 | | 5 7 6 | 204 5 0 | |
| —— | .... | 31 | | 2 14 0 | 83 14 0 | |
| —— | Tresavean | 83 | | 6 1 6 | 504 4 6 | |
| —— | .... | 20½ | | 9 5 6 | 191 18 8 | |
| —— | Tretoil | 82 | | 7 15 0 | 635 10 0 | |
| —— | N. Godolphin | 30 | 364½ | 5 4 0 | 156 0 0 | 2139 10 5 |
| 5. Sims, Willyams, Nevill, and Co. | Carnbrea | 97 | | 5 18 0 | 572 6 0 | |
| | .... | 86 | | 2 4 6 | 191 7 0 | |
| | .... | 85 | | 5 14 6 | 486 12 6 | |
| —— | Wheal Treasury | 96 | | 6 2 0 | 585 12 0 | |
| —— | .... | 94 | | 4 5 0 | 399 10 0 | |
| —— | .... | 41 | | 2 7 0 | 96 7 0 | |
| —— | .... | 40 | | 5 5 0 | 210 0 0 | |
| —— | Gt. Wheal Fortune | 23½ | | 3 4 6 | 75 15 9 | |
| —— | Wheal Prosper | 22 | | 4 6 6 | 95 3 0 | |
| —— | Relistian | 55 | | 4 2 6 | 226 17 6 | |
| —— | Wheal Julia | 40 | | 5 16 6 | 250 6 6 | |
| —— | .... | 25 | 713¾ | 4 9 6 | 111 17 6 | 3386 16 9 |
| 6. Williams, Foster & Co. | Carnbrea | 82 | | 8 11 6 | 703 3 0 | |
| | .... | 79 | | 6 2 6 | 483 17 6 | |
| —— | Wheal Treasury | 41 | | 8 2 6 | 333 2 6 | |
| —— | Fowey Consols | 100 | | 6 8 0 | 640 0 0 | |
| —— | Wheal Harmony | 79 | | 7 1 6 | 558 18 6 | |
| —— | .... | 55 | | 5 17 0 | 321 15 0 | |
| —— | .... | 44 | | 4 5 0 | 186 2 0 | |
| —— | .... | 44 | | 4 10 0 | 198 0 0 | |
| —— | .... | 78 | | 5 19 0 | 464 2 0 | |
| —— | Gt. Wheal Fortune | 23½ | | 3 4 6 | 75 15 9 | |
| —— | .... | 50 | | 11 11 0 | 546 10 0 | |
| —— | .... | 38 | | 9 16 0 | 372 8 0 | |
| —— | Wheal Unity Wood | 125 | | 5 7 0 | 668 15 0 | |
| —— | .... | 19¾ | | 4 17 0 | 84 8 6 | |
| —— | Levant | 82 | | 12 16 6 | 1049 12 0 | |
| —— | .... | 29½ | | 7 14 6 | 205 2 9 | |
| —— | Wheal Julia | 19½ | | 10 0 0 | 195 0 0 | |
| —— | Wheal Mary | 82 | 1025 | 7 8 0 | 371 16 0 | 7339 0 6 |
| | | | 3520 | | | 21575 16 6 |

## SALE OF BLACK TIN.

*Sampled April 12, and sold at Andrew's Hotel, Redruth, on the 16th.*

| Mines. | Tons | Total | Price. £ s. d. | Amount. £ s. d. | Money to each Mine. | Purchasers. |
|---|---|---|---|---|---|---|
| Charlestown U. M. | 9 | | 50 12 6 | 455 12 6 | | Chyandour. |
| .... | 14¾ | | 49 2 6 | 712 6 8 | | —— |
| .... | 11¾ | | 42 15 0 | 491 12 6 | | Treloweth. |
| .... | 4 | | 28 5 0 | 113 0 0 | | Trethellan. |
| .... | 2 | 41 | 20 10 0 | 41 0 0 | 1813 11 8 | Chyandour. |
| Wheal Budnick | 10 | | 55 5 0 | 552 10 0 | | Chyandour. |
| .... | 13 | 23 | 49 5 0 | 640 5 0 | 1192 15 0 | Treloweth. |
| Tincroft | 12 | | 46 2 6 | 553 10 0 | | Trethellan. |
| .... | 5 | 17 | 41 0 0 | 205 0 0 | 758 10 0 | Treloweth. |
| Bottle Hill | 15 | | 46 15 0 | 696 5 0 | | Chyandour. |
| .... | 1 | 16 | 31 2 6 | 31 2 6 | 727 7 6 | —— |
| Wheal Kitty | 7 | | 47 2 6 | 329 17 6 | | Bissow Bridge. |
| .... | 5 | | 41 12 6 | 208 2 6 | | Trethellan. |
| .... | 4 | 16 | 44 12 6 | 178 10 0 | 716 10 0 | —— |
| Polgooth | 11 | | 47 17 6 | 526 12 6 | | Chyandour. |
| .... | 1¾ | 12¾ | 43 0 0 | 75 5 0 | 601 17 6 | Bissow Bridge. |
| Carnbrea | 8¾ | | 47 12 6 | 416 14 4 | | Treloweth. |
| .... | 1¾ | | 41 15 0 | 73 1 3 | | —— |
| .... | 1 | 11½ | 43 2 6 | 33 2 6 | 527 18 1 | Trethellan. |
| Trevaskus | 7½ | | 49 5 0 | 369 7 6 | | Treweth. |
| .... | 4 | 11½ | 57 15 0 | 231 0 0 | 600 7 6 | Trethellan. |
| Roch Mines | .. | | .. | .... | | Chyandour. |
| Wheal Grey | 7 | | 48 0 0 | 336 0 0 | | Treweth. |
| .... | 1¾ | 8¾ | 35 0 0 | 62 10 0 | 398 10 0 | Trethellan. |
| Carnon | 5¾ | | 46 17 6 | 269 1 10 | | Chyandour. |
| .... | 2 | | 50 17 6 | 101 15 0 | | —— |
| .... | 1 | 8 | 47 0 0 | 35 5 0 | 445 1 10 | —— |
| South Polgooth | 5¾ | | 47 [illegible] 0 | 280 10 0 | | Chyandour. |
| .... | 1 | 6¾ | 26 2 6 | 26 2 6 | | Trethellan. |
| Royal Ducky Mine | .. | 6 | 52 5 0 | 294 12 6 | | Treloweth. |
| Wheal Unity Wood | .. | 2 | 44 17 6 | 313 10 0 | | Treloweth. |
| | | | | 90 15 0 | | |
| | | 169¼ | | | £10875 6 3 | |

## PRICES OF SHARES AT LIVERPOOL.

| | | £ | s. | d. | | | £ | s. | d. |
|---|---|---|---|---|---|---|---|---|---|
| Liverp. & Manch. Railway | 100 | 190 | 0 | 0 | Leicester & Swanning. do. | 50 | 73 | 0 | 0 |
| Ditto Quarters | 25 | 47 | 10 | 0 | New shares | 15 | 26 | 0 | 0 |
| Ditto New Halves | 50 | 76 | 10 | 0 | London and Southampton | 50 | 44 | 10 | 0 |
| Manchest., Bolton, & Bury Railway and Canal | 78 | 51 | 0 | 0 | York and North Midland | 20 | 20 | 5 | 0 |
| Manchester & Birmingham | 15 | 10 | 10 | 0 | Birmingham and Derby | 50 | 40 | 10 | 0 |
| Ditto Extension | 7 | 4 | 17 | 6 | Ulster | 8 | .. | | |
| Birkenhead and Chester | 25 | 22 | 5 | 0 | Liverp. & Har. W. Works | 100 | 407 | 0 | 0 |
| Chester and Crewe | 25 | 24 | 15 | 0 | Bootle ditto | | 327 | 10 | 0 |
| Bolton and Leigh ditto | 100 | 61 | 0 | 0 | Liverpool Coal Gas | | 370 | 0 | 0 |
| Warrington & Newton do. | 100 | .... | | | Liverpool New Gas & Coke | 100 | 127 | 0 | 0 |
| Kenyon and Leigh ditto | 100 | .. | | | Ex[illegible] Buildings | 100 | 171 | 0 | 0 |
| Wigan Branch ditto | 100 | .... | | | Ocean Assurance Company | 10 | 6 | 12 | 6 |
| North Union | 75 | 61 | 10 | 0 | Liverp. Marine Assur. Co. | 25 | 9 | 0 | 0 |
| St. Helens & Runcorn Gap | 100 | .... | | | Bank of Liverpool | 13½ | 26 | 5 | 0 |
| Grand Junction ditto | 100 | 205 | 0 | 0 | Manchester and Liverpool District Bank | 15 | 13 | 12 | 6 |
| Ditto Half shares | 20 | 63 | 10 | 0 | Royal Bank of Liverpool | 500 | 733 | 10 | 0 |
| London and Birmingh. do. | 90 | 136 | 10 | 0 | Commercial Bank of Liver. | 10 | 19 | 17 | 6 |
| Quarter shares | 5 | 25 | 5 | 0 | Union Bank of Liverpool | 10 | 13 | 15 | 0 |
| Leeds and Manchester do. | 50 | 64 | 10 | 0 | Liverpool Banking | 10 | 11 | 10 | 0 |
| Hull and Selby | 10 | 9 | 0 | 0 | Albion | 25 | 26 | 17 | 6 |
| Midland ditto | 60 | 45 | 10 | 0 | Northern & Central Bank of England | 10 | 3 | 1 | 6 |
| North Midland ditto | 65 | 56 | 15 | 0 | Commercial Bank of Engl. | 5 | 5 | 10 | 0 |
| South Eastern | 9 | .. | | | North & South Wales Bank | 10 | 10 | 2 | 6 |
| Birming. & Gloucester do. | 40 | 18 | 10 | 0 | Bank of Manchester | 10 | 12 | 12 | 6 |
| Great Western Railway | 65 | 71 | 10 | 0 | Wilts and Dorset Bank | 10 | .... | | |
| Eastern Counties | 13 | 7 | 12 | 6 | East of England Bank | 10 | .... | | |
| Edinburgh and Glasgow | 10 | 6 | 0 | 0 | Borough Bank | 10 | 16 | 5 | 0 |
| Edinb. Leith, & Newhaven | 5 | .. | | | South Lancashire Bank | 7½ | 6 | 17 | 6 |
| Glasg., Paisley, & Greenock | 8 | 7 | 0 | 0 | Royal Rock Ferry | 20 | 7 | 17 | 6 |
| Ditto, Kilmarnock, & Ayr | 10 | 7 | 2 | 6 | Monk's (Woodside) | 17 | 7 | 17 | 6 |
| London and Brighton | 17 | 8 | 12 | 6 | | | | | |

## PRICES OF SHARES AT GLASGOW.

| | £ | £ | s. | | £ | £ | s. |
|---|---|---|---|---|---|---|---|
| Bank of Scotland | 100 | 182 | 0 | Edinb. & Glasgow Railway | 10 | 6 | 0 |
| Royal Bank | 100 | 164 | 0 | Garnkirk and Glasgow | 50 | 35 | 0 |
| British Linen Company | 100 | 237 | 0 | Glasgow and Greenock | 8 | 7 | 10 |
| Commercial | 100 | 175 | 0 | Glasgow and Ayrshire | 15 | 11 | 0 |
| National | 10 | 18 | 0 | Monkland and Kirkintilloch | 25 | 42 | 0 |
| Glasgow Union | 50 | 65 | 10 | Paisley and Renfrew | 10 | 7 | 0 |
| Western Bank of Scotland | 40 | 56 | 10 | Slamannan | 50 | .. | |
| Caledonian Fire and Life | 10 | 19 | 10 | Wishaw and Coltness | 45 | 53 | 10 |
| Edinburgh Life Assurance | 10 | 14 | 10 | Glasgow Gas | 25 | 36 | 10 |
| Fire Insurance of Scotland | 10 | 9 | 10 | Paisley Gas Company | 5 | 11 | 0 |
| Hercules Fire Insurance | 10 | 12 | 10 | Glasgow Water Co. | 50 | 64 | 10 |
| North British Fire and Life | 10 | 20 | 0 | Paisley Water | 10 | 11 | 0 |
| Scottish U. Fire and Life | 1 | 1 | 8 | Forth and Clyde Canal | 400 | 605 | 0 |
| Standard Life Insurance | 20 | 2 | 10 | Edinb. & Glas. Union Canal | 100 | 30 | 0 |
| Ballochney Railway | 25 | 45 | 0 | New Clyde Shipping Co. | 10 | .. | |
| Dundee and Arbroath | 25 | 25 | 10 | Old Clyde Shipping Co. | 25 | .. | |
| Edinburgh and Dalkeith | 50 | 50 | 0 | Shotts Iron Company | 40 | 52 | 0 |

*South Frederick-street, April 13.* JAMES WATSON.

## GOLD AND SILVER.

| | £ | s. | d. |
|---|---|---|---|
| Foreign Gold in Bars (standard) .... per oz. | £3 | 18 | 0 |
| Foreign Gold in Coin, Spanish Doubloons | 0 | 0 | 0 |
| .. .. .. 20 Franc pieces | 0 | 0 | 0 |
| New Dollars | 0 | 4 | 10½ |
| Silver in Bars (standard) | 0 | 5 | 0 |

## CORN EXCHANGE, APRIL 19, 1839.

| | | |
|---|---|---|
| Wheat .... p. Qr. 60s to 70s | Malt .... p. Qr. 60s to 66s | Oats .... p. Qr. 22s to 31s |
| Rye .... 40s to 44s | Peas .... 32s to 42s | Bran .... 13s to 14 |
| Barley .... 30s to 42s | Beans .... 32s to 40s | Pollard .... 16s to 20s |

AVERAGE PRICE OF GRAIN, per Quarter.

| Wheat | Barley | Oats | Rye | Beans | Peas |
|---|---|---|---|---|---|
| 69s. 3d. | 38s. 2d. | 24s. 6d. | 40s. 0d. | 37s. 2d. | 37s. 2d. |
| AGGREGATE AVERAGE FOR THE LAST SIX WEEKS. | | | | | |
| 70s. 10d. | 38s. 3d. | 24s. 3d. | 40s. 5d. | 37s. 1d. | 37s. 11d. |
| DUTY ON FOREIGN CORN. | | | | | |
| 10s. 8d. | 4s. 10d. | 10s. 9d. | 9s. 6d. | 14s. 0d. | 14s. 6d. |
| Duties on Grains from British Possessions out of Europe. | | | | | |
| 5s. 0d. | 2s. 6d. | 2s. 0d. | 3s. 0d. | 2s. 0d. | 3s 0d. |

FLOUR, per Sack.

| | |
|---|---|
| Town made .... 58s to 62s | Essex & Suffolk, on board .... 45s to 50s |
| Seconds .... 50s to 55s | Norfolk and Stockton .... 45s to 48s |

PRICES OF SEEDS.

| | |
|---|---|
| Linseed .... 42s to 56s per Qr. | Coriander Seed .... 20s to 25s per Cwt. |
| Ditto Cake .... 12*l* 0s per 1000 | Clover Seed .... red 64s to 112s do |
| Rapeseed .... 30*l* to 34*l* per Last | Ditto .... white 56s to 76s do. |
| Ditto Cake .... 7*l* 0s per ton | Mustard Seed, 7s to 14s per Bushel. |
| Carraway Seed .. 46s to 52s per Cwt. | Ditto .... brown 11s to 19s do. |

## SMITHFIELD, FRIDAY, APRIL 19.

To sink the offal—per 8lb.

| | |
|---|---|
| Beef .... 3s. 6d. 3s. 9d. 4s. 2d. | Veal .... 4s. 8d. 5s. 0d. 5s. 2d |
| Best Down & Polled Mutton .... 5s. 2d. | Pork .... 4s. 6d. 5s. 0d. 5s. 2d |

Head of Cattle on Monday—Beasts, 2542; Sheep, 25,360; Calves, 69; Pigs, 284.
Head of Cattle this day—Beasts, 573; Sheep, 3940; Calves, 152; Pigs, 344.

## NEWGATE AND LEADENHALL.—By the Carcase.

| | |
|---|---|
| Beef .... 3s. 0d. 3s. 6d. 3s. 10d. | Veal .... 3s. 6d. 4s. 6d. 5s. 0d |
| Mutton .... 3s. 0d. 3s. 8d. 4s. 0d. | Pork .... 3s. 8d. 4s. 8d. 5s. 0d |

## FROM THE LONDON GAZETTE.

*Tuesday, April* 16.

INSOLVENTS.

April 10.—W. J. Coupe, Doncaster, grocer.
April 13.—J. Mossman, Maulden, Bedfordshire, sheep-jobber.

BANKRUPTS.

W. Johnson, Mile-end-road, cabinet-maker. [Swan, Great Knightrider-street.
J. Edmondson, Manchester, merchant. [Adlington and Co., Bedford-row.
W. Bunting, Stockport, Cheshire, cotton-spinner. [Willis and Co., Tokenhouse-yd.
M. Lazarus, Houndsditch, glass-merchant. [Chaplin, Gray's-inn-square.
E. Gomm, Birmingham, corn-factor. [Chaplin, Gray's-inn-square.
T. Smithson, Flaxton, Yorkshire, cattle-dealer. [Jaques and Co., Ely-place.
G. Oxley, Rotherham, Yorkshire, money-scrivener. [Butterfield, Gray's-inn-sq.

CERTIFICATES to be granted, unless cause be shown to the contrary, on or before May 7.

J. Jones, Barmouth, Merionethshire, ship-builder—S. Simpson, Oxford-street, cheesemonger.

*Friday, April* 19.

INSOLVENTS.

April 18.—Peter Van Den Ende, London-wall, merchant.
Charles Dawson, North-row, Covent-garden market, fruiterer.
George Finister, Phœnix Brewery, Edmonton, wine-merchant.

BANKRUPTS.

J. W. Ball and W. Miller, Mount Pleasant, Gray's-inn-road, printers. [Smith, Wilmington-square.
F. Leete, late of Chipping Ongar, Essex, victualler. [Brookshank & Co., Gray's-inn-square.
W. Hickman, Rutland-place, Upper Thames-street, rag-merchant. [Phillips, Size-la.
J. H. Butterworth, Leadenhall-market, victualler. [Harper, Kennington-cross.
R. Phillips, Queen-street, Chelsea, victualler. [Heller, Clement's-inn.
T. Harris, St. Albans, Hertfordshire, grocer. [Teasdale and Co., Fenchurch-street.
T. Palen, Worthing, Sussex, lodging-house-keeper. [Waugh and Fisher, Great James-street, Bedford-row.
J. Smith, Torpoint, Cornwall, baker. [Sole, Aldermanbury.
R. Rymes, Devonport, clothes dealer. [Surr, Lombard-street.
J. Chapman, Wisbech St. Peters, Isle of Ely, victualler. [Wing and Twining, Gray's-inn-square.
W. Davis, Bath, linendraper. [Holme and Co., New Inn.
S. Pinkard, Southsea, Southampton, brewer. [Francis, St. Swithin's-lane.
P. Bray, Bromyard, Herefordshire, dealer in potatoes and pigs. [Hastings, Harpur-street, Red Lion-square.

CERTIFICATES to be granted, unless cause be shown to the contrary, on or before May 10.

C. Slevin, Birmingham, coach proprietor—C. Gillin, jun., Stamford, mercer—J. Ray, St. Dunstan's-hill, builder—W. Pilling, Little Bolton, Lancashire, common brewer—W. Sweeting, Fore-street, Cripplegate, linendraper—J. Bristowe, Poole, shipbroker—C. Savill, Romford, Essex, grocer—J. Money, Donnington, Berkshire, builder—J. Reddall, Bunhill-row, carpenter—T. Burnett, jun., Wolverhampton, ironmonger.

## COAL MARKET, LONDON.

MONDAY.

Prices of coals per ton at the close of the market.—Adair's 16 6—Burdon Main 20—Bewicke 19—Ord's Redheugh 17 3—Pontop Main 19—Russell's High Main 18 6—Tanfield Moor Butts's 20—Willington 21 3—Wylam 20 6—W. E. Bewick and Co. 21 6—Hilda 21—Killingworth 21—South Tanfield 19—Belmont 22 6—Braddyll's Hetton 24 6—Haswell 24—Hetton 24 6—Lambton 23 3—Stewart's 24 6—Whitwell 23 3—Hartlepool 23 9—Brown's Deanery 21 9—Clarence Hetton 23—Cragwood 21—Seymour Tees 21—Tees 23 6—Victoria Tees 22—West Hetton 21—West Tees 20—Elsmer 17 9—Hartley 20 6—Eight 19 6.—Ships arrived, 70.

WEDNESDAY.

Adair's 16 6—Burdon Main 20—Lowe's Main 18—Ord's Redheugh 17—South Hartley 18—Tyne Steam 15—Wylam 19 6—W. E. Clarke and Co. 19—Grace 19 6—Killingworth 21—Newmarch 20 3—Bewicke 21 6—South Tanfield 19 6—Belmont 22 3—Braddyll's Hetton 23 3—Haswell 23—W. E. Hetton 23 6—Lambton 23 6—Seward's 23 6—Whitwell 23—Hartlepool 23 6—Cragwood 21—South Durham 22 9—Seymour Tees 21—Tees 23 6—West Hetton 21—Elsmer 17 9—Meadow Main 17 6—Llanelly 20—Devonshire 20 6—Eight 19 6.—Ships arrived, 26.

FRIDAY.

Adair's 17 9—Carr's Hartley 20—Elsmer 18—Holywell Main 20 6—Lowe's Main 18—Bevill's Llanelly 20—Russell's High Main 19—Bewicke Steam 24 6—South Hartley 19 6—Townley 17 6—Wylam 20—Walbottle Bell and Brown 21—Braddyll's Hetton 23 3—Barrett 21 6—Clarke 19—Cragwood 21—Devonshire 20 6—Whitwell 23—Haswell 23—Hetton 23 9—Lambton 23 6—Killingworth 21—Russell's Hetton 23 9—Stewart's 23 9—Tees 23 9—Whitwell 23.—Ships arrived, 16.

# PRICES OF STOCKS.

## ENGLISH PUBLIC FUNDS

| | Saturday | Monday | Tuesday | Wednesday | Thursday | Friday |
|---|---|---|---|---|---|---|
| Bank Stock, 8 per Cent. | 197¾ 8 | 197½ 8¼ | 197½ 6¼ | 196½ 7 | 197 6¼ | 197 6¼ |
| 3 per Cent. Red. Anns. | 91¾ ⅞ | 91¾ ⅞ | 91¾ ⅞ | 92¼ 1¾ | 91¾ 2¼ | 92¼ 1¾ |
| 3 per Cent. Consols | 92¼ ⅞ | 92¾ ⅞ | 92¼ ⅞ | 92¼ ⅞ | 92¾ ⅞ | 92¾ ⅞ |
| 3½ per Cent. Anns. 1818. | .. | .... | .... | .... | .. .. | .... |
| 3 per Cent. Anns. 1726. | .... | .... | .... | .... | .... | 99¾ |
| 3½ per Cent. Red. Anns. | 99¾ 9 | 99 8¾ | 99¾ ⅞ | 99¾ ⅞ | 99¾ ⅞ | 99¾ ⅞ |
| New 3½ per Cent. Anns. | 100¾ ⅛ | 100¼ 99¾ | 99¾ ⅞ | 100¾ ⅛ | 100¾ ⅞ | 100¾ ⅞ |
| New 5 per Cent. | .... | .... | .... | .... | .... | .... |
| Long Anns. 1860. | 14¾ | 14¾ | 14¾ | 14¾ | 14¾ | 14¾ |
| Anns. for 30 Years 1859. | 14¾ | ... | 14¾ | 14¾ | 14¾ | 14¾ |
| Ditto 1860. | 14¾ | 14¾ | 14¾ | 14¾ | 14¾ | .... |
| India Stock, 10½ per Cent. | .... | .... | .. . | 256½ 5 | 256¼ | 255½ 5 |
| South Sea Stock, 3½ per Cent. | 106 | .... | .... | 106¾ | .... | .... |
| Ditto Old Ann. 3 per Cent. | ... | 99¾ | .. . | 99¾ | .... | .... |
| Ditto New Ann. 3 per Cent. | .... | .... | .... | .... | .... | .... |
| 3 per Cent. Anns. 1751 | .. | .. . | .... | . .. | .... | .... |
| India Bonds, 3 per Cent. | 49 p | 44 p | 44 41 p | ... | 51 p | 50 p |
| Exchequer Bills, 2d. £1000. | 40 38 | 40 39 | 39 36 | 46 52 p | 51 49 | 51 46 |
| Ditto £500. | 40 38 | 40 39 | 39 36 | 46 52 | 51 49 | 50 47 |
| Ditto Small. | 41 38 | 40 39 | 39 36 | 46 52 | 51 49 | 50 47 |
| Ditto Com. 2 | .... | ... | .... | .... | .. . | 6 8 |
| 3 p. Cent.Cons. for Ac. May 28 | 92¾ ⅞ | 92¾ ⅞ | 92¾ ⅞ | 92¾ 3 | 92¾ 3 | 93 |
| Bank Stock for Op. May 28 | .. . | .... | 201 200 | 197¾ | .... | .... |
| India Stock for Op. May 28 | ... | 251½ ¼ | 256¾ | 256 | 255¾ | 256¼ 5 |

## BANK OF ENGLAND.—TRANSFER BOOKS.

| | SHUT. | | OPEN. | |
|---|---|---|---|---|
| Bank Stock | Friday, | March .. 1, | Friday, April .. | 12, 1839. |
| 3 per Cent. Reduced | Friday, | „ 1, | Friday, „ | 19, „ |
| 3½ per Cent. Reduced | Tuesday, | „ 5, | Friday, „ | 19, „ |
| 3½ per Cent. 1818 | Wednesday, | „ 6, | Tuesday, „ | 16, „ |
| Long Annuities | Saturday, | „ 2, | Wednesday, | 17, „ |
| Annuities for terms of years | Thursday, | „ 7, | Saturday, „ | 20, „ |
| Old Annuities | Monday | „ 4, | Friday, „ | 12, „ |
| India Stock | Tuesday, | „ 5, | Thursday „ | 11, „ |

## FOREIGN STOCKS.

| | Saturday | Monday | Tuesday | Wednesday | Thursday | Friday |
|---|---|---|---|---|---|---|
| Austrian, 5 per Cent. | 108¾ | .... | .... | .... | .... | .... |
| Belgian, 5 per Cent. | .... | 102 | 102¾ | .... | 102¾ 3 | 103¾ |
| Brazilian | .... | 76¾ | 76¾ | 77 | .. . | 77¾ |
| Ditto, 1829 | .... | .... | .... | .... | .... | .... |
| Buenos Ayres, 6 per Cent. | .... | .... | .... | .... | .... | .... |
| Cuba, 6 per Cent. | .... | .... | .... | .... | 82 | ... |
| Chilian, 6 per Cent. | .... | .... | .... | .... | .... | .... |
| Colombian, 6 per Cent. | .... | .... | 26¾ | 28 7¾ | .... | .... |
| Ditto, 1824, ditto | .. | 28¾ | 28¾ | 30 29¾ | 29¾ ⅞ | 29¾ |
| Danish, 3 per Cent. | 74 | 74¾ | 73¾ 4¾ | ... | .... | 75 |
| Greek, 5 per Cent. | . .. | .... | .... | ... | .... | ... |
| Ditto, 1825, 5 per Cent. | .... | .. . | .... | .... | .... | ... |
| Mexican, 5 per Cent. | .. . | .. . | .... | .... | .... | ... |
| Ditto, deferred do. | .... | .... | .... | .... | .... | ... |
| Ditto, 1825, 6 per Cent. | ... | .... | 25¾ 4 | 25¾ 4¾ | .... | ... |
| Ditto, def. do. 6 per Cent. | .... | .... | .... | . . | .... | .... |
| Neapolitan, 5 per Cent. 1824 | .... | 102 | .... | .... | .... | .... |
| Peruvian, 6 per Cent. | .... | .... | ... | .... | .... | ... |
| Portuguese, 5 per Cent. | .... | .. . | .... | .... | .... | .... |
| Ditto, New 5 per Cent. | 35¾ | 35 | 35¾ ⅞ | 36 5¾ | 35¾ 4¾ | 35¾ 5 |
| Ditto, 3 per Cent. | .... | 20¾ | 20¾ ⅞ | 22 1¾ | 21¾ | 21¾ |
| Prussian, 4 per Cent. | .... | .... | .... | .... | .... | .... |
| Russian, 1822, 5 per Cent. | 113 | 111¾ | .. . | 111¾ | .... | .... |
| Spanish, 5 per Cent. Consols | 19¾ | 20 19¾ | 19¾ 20¾ | 20 19¾ | 19¾ ⅞ | 19¾ |
| Ditto, passive | .... | 4¾ | .... | 4¾ | 4¾ | .... |
| Ditto, deferred | 9 | 9 | 8¾ | 9¾ ⅞ | 9¾ ⅞ | 9¾ ⅞ |
| Dutch, 2½ per Cent. | 55¾ ⅞ | 55¾ 5 | 55¾ | 55¾ | 55¾ | 55¾ ⅞ |
| Ditto, 5 per Cent. | 100¾ ⅞ | 100¾ ⅞ | 100¾ 1 | 102¾ ⅞ | 102¾ ⅞ | 102¾ ⅞ |
| Ditto, New, 1837 | .... | 99¾ | .... | 99¾ | 99¾ ⅞ | 99¾ |

## FRENCH FUNDS.

| | PARIS. Apr. 8 | Apr. 9 | Apr. 10 | Apr. 16 | Apr. 17 | LONDON. Apr. 17. | Apr. 18. |
|---|---|---|---|---|---|---|---|
| 5 per Cent. Ann. | 109f.50c. | 109f.60c. | 110f. | 109f.90c. | 110f.20c. | .... | .... |
| Ex. on Lond. 1 m.h. | 25f.12½c. | 25f.17½c. | 25f.22½c. | 25f. 20c. | 25f.17½c. | .... | .... |
| ditto 3 mhs. | 25f.97½c. | 25f. 0c. | 25f. 7½c. | 25f. 5c. | 25f. 5c | .... | .... |
| 4½ per Cent. Ann. Exchange | .... | .... | .... | .... | .... | .... | . .. |
| 4 per Cent. Ann. Exchange | .... | 102f. | 101f.75c. | 101f.50c. | 101f.50c. | .... | . .. |
| 3 per cent. | 80f. 35c. | 80f. 30c. | 80f. 15c. | 81f. 5c. | 81f. 25c. | 80f. 75c. | 81f. 50c. |
| Exchange | | | | | | 25f. 40c. | 25f. 40c. |
| Bank Shares | 2615f. | 2620f. | 2615f. | 2620f. | 2635f. | .... | .... |

## IRISH FUNDS,

April 16, 1839.

| | | | | | | |
|---|---|---|---|---|---|---|
| Bank Stock | 194 | Royal Canal Stock | | | | 37¾ |
| Government Debentures 3½ per ct. | 92¾ | Patriotic Insurance | 10 | 0 | 0 | 6¾ |
| Ditto Stock 3½ per ct. | 99¾ | Provin. Bank of Ireland | 25 | 0 | 0 | |
| Ditto New 3½ per ct. | 99¾ | Hibernian Bank | 25 | 0 | 7 | 23¾ |
| Ditto ditto, reduced 4 per ct. | 101 | Grand Canal Stock | | | | 28¾ |
| Consols 3 per ct. | 92 | Mining Co. of Ireland | 7 | 0 | 0 | 14¾ |
| City Debentures 4 per ct. | 62¾ | City of Dublin Steam Co. | 100 | 0 | 0 | 120 |
| Exchequer Bills 2½d per diem | 75 | Kingstown Railway | 60 | 0 | 0 | 5¾ |

## AMERICAN FUNDS.

| Redeemable. | London | America | Redeemable. | London | America |
|---|---|---|---|---|---|
| New York 5 1853 | 93¾ ¼ | 100 5 | Louisiana 5 1844, 7, 50, 2. | 93¾ 4 | |
| 5 1858 | | | Mississipi .. 6 1861, 6, 71 | | |
| .. 1860 | | | INCORPORATED BANKS. Per Cent. | | |
| Pennsylva. 1859, 40, 41.. | | | United States .... 8 1866.. | 24¾ | 115¾ |
| .. 1846 | | | Louisiana State.. 10 1870.. | | |
| .. 1853, 4 | | | | | |
| .. 1856 | | 101 2 | Bank of Louisiana 8 1870.. | | |
| .. 1858 | 90 | 101 2 | N. Orleans, Canal & B. Co. | | 89 92 |
| .. 1860, 62 | 90 | 104 5 | City Bank | | |
| .. 1865 | | | New York Life and Trust 5 | 40 | |
| Maryland 6 1870 | 100 | | Tennessee Planters 9 | | 97 |
| Ohio 6 1850 | | 105 6 | Mississippi.. 10 | | 100 5 |
| | | | Exchange at New York .. | | 108¾ 9 |

## COURSE OF EXCHANGE.

FRIDAY, April 19, 1839.

| | Prices quoted | Prices negotiated on 'Change | | | Prices quoted | Prices negotiated on 'Change | |
|---|---|---|---|---|---|---|---|
| Amsterdam | 12 4 | 12 2¾ | — — | Seville | 36¾ | — | — |
| Ditto at Sight | 12 1 | 11 19¾ | 12 — | Gibraltar . p. δ. d. | 48 | — | — |
| Rotterdam | 12 4¾ | 12 2¾ | 12 2¾ | Leghorn | 39 70 | 30 30 | 30 32¾ |
| Antwerp | 12 4 | 12 6 | 12 7 | Genoa | 25 60 | 25 62¾ | 25 66 |
| Hamburgh Mcs. B. | 13 11 | 13 9¾ | 13 9¾ | Milan | 31 | — | — |
| Altona | 13 11¾ | — — | — — | Venice, p. 6 A. L. | 47 | — | — |
| Paris, 3 days' sight | 25 30 | 25 26 | 25 27¾ | Naples | 40 | 40 | — |
| Ditto | 25 65 | 25 55 | — — | Palermo | 119 oz | 119¾ | 119¾ |
| Marseilles | 25 70 | 25 57¾ | 25 60 | Lisbon | 54¾ | 54¾ | — |
| Frankfort on Main | 151 | 150¾ | — | Oporto | 54¾ | 54¾ | — |
| Petersburg p. ruble | 10¾ | — | — | Rio Janeiro | 29 | — | — |
| Berlin .. cur. doll. | 7 0 | — | — | Bahia | 27 | — | — |
| Vienna eff .... fl. | 10 5 | 10 2 | 10 2¾ | Buenos Ayres | — | — | — |
| Trieste ditto | 10 6 | 10 3 | 10 3¾ | Dublin | — | — | — |
| Madrid | 37 | 37¾ | 37¾ | Cork | — | — | — |
| Cadiz | 37¾ | 37¾ | 38 | Madras | — | — | — |
| Bilboa | 36¾ | — | — | Calcutta | — | — | — |
| Barcelona | 36¾ | — | — | New York & Philad | 40¾ 6 | — | — |

## PRICES OF METALS.

| | £ | s. | d. | | £ | s. | d. |
|---|---|---|---|---|---|---|---|
| COPPER, Brit.—Cake ... ton | 91 | 0 | 0 | IRON, Brit.—Pig, No. 1 ... ton | 6 | 5 | 0 |
| Tile ... do. | 89 | 0 | 0 | Bar ton 9 15 0 to | 10 | 12 | 0 |
| Sheets ... lb. | 0 | 0 | 11¾ | Do. Carg. in Wales | 9 | 10 | 0 |
| Bottoms ... do. | 0 | 1 | 0 | Bolts ... ton | 11 | 0 | 0 |
| Foreign—S. Am. (dp. 37s. cwt.) bd. ... ton | | | | Nail Rods ... ton | 11 | 10 | 0 |
| | | | | Hoops ... ton | 12 | 0 | 0 |
| TIN, Brit.—Blocks ... cwt | 4 | 3 | 0 | Sheets, single ton | 14 | 0 | 0 |
| Bars ... do. | 4 | 5 | 0 | (Others in proportion.) | | | |
| Plates, common to best, per box, I.C. 1 12 0 to | 1 | 14 | 0 | Foreign— Duty 30s. per ton. Swedes, on. bd. ton | 14 | 5 | 0 |
| I.X. 1 18 0 .. | 2 | 0 | 0 | for Steel, (var. mks.) ton 15 0 0 to | 20 | 0 | 0 |
| I.X.X. 2 4 0 .. | 2 | 6 | 0 | Russian com... ton | 13 | 0 | 0 |
| Wasters of the above Mks. 2s. less, all others 6s. less. (Others in proportion.) | | | | P.S.I. ... ton | 15 | 0 | 0 |
| | | | | C.C.N.D. ton | 19 | 0 | 0 |
| Foreign— duty 2s6. per cwt Banca, bd. .. cwt. | 3 | 10 | 0 | STEEL, Brit.—Blistered, (various qualit.) ton 23 0 0 to | 45 | 0 | 0 |
| Straits, bd. .. cwt. | 3 | 12 | 0 | Shear do. do. 45 0 0 .. | 64 | 0 | 0 |
| Bars, .. bd. .. cwt. | 3 | 15 | 0 | Cast do. do. 45 0 0 .. | 64 | 0 | 0 |
| LEAD, Brit.—Pig ... ton | 19 | 10 | 0 | Foreign— Duty 20 per cent. Swedes in kgs bd ton | 19 | 0 | 0 |
| Sheet ... ton | 20 | 10 | 0 | Do. Faggots bd. ton | 19 | 10 | 0 |
| Shot ... ton | 23 | 0 | 0 | Milan ... bd. ton | 20 | 0 | 0 |
| Red ... ton | 22 | 0 | 0 | SPELTER, For.—Cakes (dp. 28. p. | | | |
| White (dry) ... ton | 30 | 0 | 0 | ton.) .. bd. ... ton | 20 | 10 | 0 |
| Do. (gd. in oil) ton | 32 | 0 | 0 | English Sheets. ... | 33 | 0 | 0 |
| Litharge ... ton | 22 | 10 | 0 | QUICKSILVER—(dp. 1d. per lb.) | | | |
| Foreign—Span. (dp. 40s. per ton), bd. ... ton | 16 | 10 | 0 | bd. ... lb. | 0 | 3 | 10 |

## TIDE TABLE.

HIGH WATER AT LONDON BRIDGE, from April 20 to 26.

| | Satur. | Sunday. | Mond. | Tuesd. | Wedn. | Thurs. | Friday. |
|---|---|---|---|---|---|---|---|
| Morning | 6 32 | 7 30 | 9 21 | 10 17 | 11 29 | .. — | 0 46 |
| Afternoon | 6 57 | 8 6 | 9 48 | 10 38 | 11 50 | 0 33 | 1 9 |

# PRICES OF SHARES.

## BRITISH MINES.

| No. of Shares. | Name of Company. | Amount of Share | Amount paid | Highest Price | Lowest Price | Present Price. |
|---|---|---|---|---|---|---|
| 500 | Anglesey | 100 | 5 | 10 | 8 | 8 10 |
| 1,850 | Arigna Iron & Coal Co. | 50 | 33 | .. | .. | — |
| 4,000 | Bissoe Bridge | 5 | 5 | ¾ | ¾ | ¾ |
| 8,000 | Blaenavon | 50 | 40 | 43¾ | 43¾ | 43¾ |
| 8,000 | British Tin | 2¾ | 2¾ | ¾ | ¾ | ¾ |
| 20,000 | British Iron | 50 | 50 | 10 | 10 | 10 |
| 1,000 | Cariggan | .. | 14 | 5 | 5 | 5 |
| 100 | Copper Bottom | .. | 41 | 30 | 30 | 30 |
| 2,000 | Cornubian Lead Co. | .. | 3¾ | 4¾ | 4 | 4¾ |
| 6,000 | Cornwall Great United | 12 | 9 | 2 | 1¾ | 2 |
| 5,000 | Dartmoor Consols | 5 | 5 | 3 | 3 | 3 |
| 10,000 | DurhamCountyCoalCo. | 50 | 28 | .. | .. | — |
| 2,000 | East Cornwall Tin, &c. | 6 | 6 | 3 | 3 | 3 |
| 2,560 | East Wheal Strawberry | 10 | 6¾ | ¾ | ¾ | ¾ |
| 1,500 | East Mulberry Hills | .. | 3¾ | 2¾ | 2 | 2 |
| 4,000 | English | 25 | 12¾ | 2 | 1¾ | 2 |
| 10,000 | Hibernian | 50 | 9 | 2¾ | 2 | 2¾ |
| 1,000 | Holmbush | 100 | 14 | 41 | 40 | 41 |
| 2,000 | Isle of Serk (Guernsey) | .. | 5¾ | 11 | 11 | 11 |
| 12,000 | Kellewerris | 5 | 2¾ | ¾ | ¾ | ¾ |
| 20,000 | Mining Co. of Ireland | 25 | 7 | 13 | 13 | 13 |
| 6,000 | Perran Consols | 5 | 3¾ | 1 | ¾ | 1 |
| 3,000 | Polberou Consols | 10 | 10 | 2 | 2 | 2 |
| 6,000 | Polbreen | 5 | 3¾ | 3 | 3 | 3 |
| 2,000 | Relistian | .. | .. | 25 | 24¾ | 24¾ |
| 5,000 | Redmoor Consolidated | 5 | 4¾ | 4¾ | 4 | 4 |
| 10,000 | Rhymney Iron | 50 | 40 | 37 | 37 | 37 |
| 8,000 | St. Hilary | 2¾ | 1¾ | ¾ | ¾ | ¾ |
| 5,200 | South Towan | 10 | 10 | 6 | 5¾ | 6 |
| 4,000 | Tregollan | 5 | 2¾ | 3¾ | 2¾ | 2¾ ¾ |
| 6,000 | Trevorgus | 5 | 5 | ¾ | ¾ | ¾ |
| 4,000 | Treleigh Consols | 5 | 4¾ | 1¾ | 1¾ | 1¾ |
| 4,505 | Tamar Consols | 5 | 3 | ¾ | 4 | 5 |
| 6,000 | Tin Croft | 10 | 6¾ | 6¾ | 6 | 6¾ |
| 199 | Trevaskus | .. | 60 | 80 | 80 | 80 |
| 3,030 | Trewolvas | 10 | 8 | 2 | 2 | 2 |
| 4,000 | United Hills | 5 | 5 | 10¾ | 10¾ | 10¾ |
| 2,000 | Wendron | 8 | 8 | 3 | 3 | 3 |
| 3,300 | West Cork | 50 | 50 | .. | .. | — |
| 5,000 | Wheal Brothers | 20 | 20 | ¾ | ¾ | ¾ |
| 5,000 | Wh.Harm. & Montague | 10 | 10 | 8¾ | 8¾ | 8¾ |
| 6,000 | Wicklow Copper | 5 | 5 | 8 | 8 | 8 |
| 3,820 | West Wheal Jewel | 8 | 6 | 3 | 2¾ | 3 |
| 800 | Wherry Mine | 15 | 12 | 12 | 12 | 12 |
| 20,000 | Western Mining Asso. | 5 | 1 | .. | .. | — |
| 5,000 | Wheal Sisters | .. | ¾ | ¾ | ¾ | ¾ |
| 256 | Wh.Prosper (Stithians) | .. | 3¾ | ¾ | 4¾ | 5 |

## FOREIGN MINES.

| No. of Shares. | Name of Company. | Amount of Share | Amount paid | Highest Price | Lowest Price | Present Price. |
|---|---|---|---|---|---|---|
| 4,000 | Alten Mining Company | 15 | 12¾ | 11 | 11 | 11 |
| 10,000 | Anglo Mexican Co. | 100 | 100 | 1 | 1 | 1 |
| 5,374 | Do. Subscription | 25 | 25 | 2¾ | 2¾ | 2¾ |
| 2,000 | Bolanos | 150 | 150 | 67¾ | 67¾ | 67¾ |
| | Ditto Scrip | .. | 25 | 36 | 36 | 36 |
| 10,000 | Brazilian Imperial | 35 | 20 | 16 | 16 | 16 |
| 10,000 | Bolivar | 20 | 20 | 24¾ | 22 | 24¾ |
| 10,000 | Ditto Scrip | 10 | 10 | 3 | 3 | 3 |
| 10,000 | Cata Branca } Brazilian | 10 | 7¾ | 8 | 8 | 8 |
| 10,000 | Conceiçao.. } Co. | 10 | 2¾ | 2¾ | 2 | 2¾ |
| 10,000 | Candonga Mining Co. | 20 | 7¾ | 5 | 5 | 5 |
| 12,000 | Cobre Copper Company | 40 | 40 | 41 | 40 | 41 |
| 8,500 | Colombian Co. regis. | 55 | 55 | 3¾ | 3¾ | 3¾ |
| 1,500 | Ditto, New | 11 | 11 | .. | .. | — |
| 10,000 | Copiapo Mining Co. | 20 | 13¾ | 10 | 10 | 10 |
| 20,000 | General Mining Association | 20 | 17 | 8¾ | 8¾ | 8¾ |
| 5,351 | Mexican Company | 60 | 36¾ | 5 | 5 | 5 |
| 6,000 | Mocaubas and Cocaes | 25 | 25 | 14 | 14 | 14 |
| 5,000 | Minas Geraes | 20 | 10 | 7 | 6 | 7 |
| 2,000 | New Granada | 10 | 6 | 15¾ | 14¾ | 15¾ |
| 14,562 | { Real del Monte, regis. | 54¾ | 63¾ | 10¾ | 10¾ | 10¾ |
| | { Do. unregistered | 54¾ | .. | 9 | 9 | 9 |
| | Ditto Loan Notes | 150 | 150 | 160 | 160 | 160 |
| 2,500 | Rio de Anori | .. | 3¾ | .. | .. | — |
| 11,000 | St. John d'el Rey | 20 | 14 | 3¾ | 3¾ | 3¾ |
| 30,000 | United Mexican | 40 | 40 | 1¾ | 1¾ | 1¾ |
| | Red New Scrip | . | 5 | 2 | 2 | 2 |
| | Black Scrip | .. | 5 | 4 | 4 | 4 |
| 5,000 | Union Gold | .. | 9¾ | .. | .. | — |
| 14,000 | Zacatecas Mining Co. | 5 | 5 | 4 | 3¾ | 4 |

## RAILWAYS.

| No. of Shares. | Name of Company. | Amount of Share | Amount paid | Highest Price | Lowest Price | Present Price. |
|---|---|---|---|---|---|---|
| 2,500 | Aylesbury | 20 | 6 | .. | .. | — |
| 6,300 | Birmingham and Derby | 100 | 60 | 46 | 46 | 46 |
| 9,500 | Birming. & Gloucester | 100 | 40 | 21 | 20¾ | 21 |
| 7,500 | Birm. Brist. & Th. Junc. | 20 | 18 | .. | .. | — |
| 660 | Bolton and Leigh | 100 | 100 | 61 | 61 | 61 |
| 641 | Ditto ¾ Shares | 25 | 25 | .. | .. | — |
| 15,000 | Bristol and Exeter | 100 | 25 | 10¾ | 5 | 5 |
| 1,172 | Cant. & Whitstable | 50 | 50 | .. | .. | — |
| 250 | Cheltenham | 100 | 100 | 1¾ | 1¾ | 1¾ |
| 5,000 | Chester & Birkenhead | 50 | 35 | 47¾ | 42¾ | 42¾ |
| 5,000 | Chester and Crewe | 50 | 35 | 24¾ | 24¾ | 24¾ |
| 3,500 | Do Extension | 50 | 3 | 3 | 3 | 3 |
| 7,500 | Chelten. & Gt. Western | 100 | 30 | ¾ | ¾ | ¾ |
| 14,000 | Chelt. Oxford and Tring | 100 | 5 | 6¾ | 6¾ | 6¾ |
| 2,000 | Clarence | 100 | 32 | 38 | 38 | 38 |
| 6,000 | Dublin and Drogheda | 100 | 10 | 7 | 7 | 7 |
| | Dublin and Kingstown | .. | 60 | 70 | 70 | 70 |
| 8,000 | Dublin and Kilkenny | 100 | 2¾ | ¾ | ¾ | ¾ |
| 800 | Durham Junction | 100 | 90 | .. | .. | — |
| 7,500 | Durham S. W. Junction | 20 | 3¾ | .. | .. | — |
| 2,040 | Durham & Sunderland | 50 | 50 | 45 | 38 | 45 |
| 3,000 | Deptford Junction | 20 | 1 | 1¾ | 1¾ | 1¾ ¾ |
| 40,000 | Eastern Counties | 25 | 12 | 7¾ | 7¾ | 7¾ |
| 5,000 | Edinb. Leith & Newha. | 20 | 7 | 5 | 5 | 5 |
| 18,000 | Edinburgh & Glasgow | 50 | 10 | 7 | 7 | 7 |
| 2,500 | Forest of Dean | 50 | 50 | 40 | 40 | 40 |
| 12,300 | Glasg., Paisley & Ayrsh. | 50 | 15 | 12 | 12 | 12 |
| 16,000 | Glasg., Paisley, & Green. | 25 | 8 | 7¾ | 7¾ | 7¾ |
| 10,918 | Grand Junction | 100 | 100 | 207 | 207 | 207 |
| 10,918 | Do. New | 50 | 20 | 63¾ | 63¾ | 63¾ |
| 10,000 | Great North of England | 100 | 35 | 16 | 16 | 16 |
| 25,000 | Great Western | 100 | 65 | 71¾ | 69 | 70 |
| 2,000 | Hartlepool | 100 | 100 | 100 | 100 | 100 |
| 8,000 | Hull and Selby | 50 | 25 | 15 | 15 | 15 |
| 250 | Ken. & Leigh Junction | 100 | 100 | .. | .. | — |
| 40,000 | Kent Railway | 50 | 2 | .. | .. | — |
| 6,000 | Launceston & Victoria | 25 | 2 | .. | .. | — |
| 3,100 | Leeds and Selby | 100 | 100 | 65 | 62 | 65 |
| 2,000 | Leicester and Swaning. | 50 | 50 | 75 | 75 | 75 |
| 3,100 | Liverpool & Manchester | 100 | 100 | 196 | 196 | 196 |
| 12,021 | Do. ¾ Shares | 25 | 25 | 49¾ | 49¾ | 49¾ |
| 7,968 | Do. ¾ do. | 50 | 50 | 77 | 77 | 77 |
| 24,000 | Lond. & Blackwall | 25 | 11 | 8¾ | 7¾ | 7¾ |
| 20,000 | London and Greenwich | 20 | 20 | 18¾ | 18¾ | 18¾ |
| | Ditto New | .. | 20 | 19¾ | 19¾ | 19¾ |
| 25,000 | London and Birmingh. | 100 | 90 | 136 | 134 | 135¾ |
| 25,000 | Do. ¾ Shares | 25 | 5 | 25 | 24 | 24¾ |
| 14,000 | London & Croydon Tr. | 20 | 16¾ | 11¾ | 11¾ | 11¾ |
| 6,000 | Do. Scrip | 13 | 12¾ | 11 | 10¾ | 11 |
| 6,000 | Do. (New Scrip) | 20 | 7 | 9¾ | 9¾ | 9¾ |
| 20,000 | London & Southampton | 50 | 36¾ | 43¾ | 42¾ | 43 |
| 16,000 | London & South., New | 25 | 20 | 30 | 30 | 30 |
| 36,000 | Lond. & Brighton | 50 | 17 | 8¾ | 7¾ | 7¾ |
| 12,000 | London Grand Junction | 50 | 5 | ¾ | ¾ | ¾ |
| 2,000 | Llanelly | 100 | 72 | 70 | 70 | 70 |
| 14,000 | Manchester and Chester | .. | 2¾ | .. | .. | — |
| 13,000 | Manchester and Leeds | 100 | 30 | 64¾ | 64¾ | 64¾ |
| 10,000 | Do. (New) | 50 | 5 | 12 | 12 | 12 |
| 10,000 | Manc. and South Union | 100 | 5 | 3 | 3 | 3 |
| 1,000 | Manchester & Oldham | 100 | 3 | .. | .. | — |
| 20,000 | Manchester & Birming. | 70 | 10 | 11¾ | 10¾ | 11¾ |
| 13,000 | Do. Extension | 70 | 7 | 5 | 4¾ | 5 |
| 4,000 | Maryport & Carlisle | 50 | 22 | .. | .. | — |
| 10,000 | Midland Counties | 100 | 40 | 49 | 49 | 49 |
| 3,000 | Newcastle and Carlisle | 100 | 100 | 92¾ | 92¾ | 92¾ |
| 12,000 | North Midland | 100 | 45 | 62 | 62 | 62 |
| 12,000 | Northern and Eastern | 100 | 13 | 4 | 3¾ | 4 |
| 800 | North Union | 100 | 100 | 74¾ | 74¾ | 74¾ |
| | Do. New | .. | 40 | 64¾ | 64¾ | 64¾ |
| 2,000 | Preston and Wyre | 50 | 30 | 30 | 30 | 30 |
| 2,500 | Preston and Wigan | .. | 30 | 30 | 30 | 30 |
| | St. Helen's & Runcorn | 100 | 100 | .. | .. | — |
| 1,500 | Stanhope and Tyne | 100 | 100 | .. | .. | — |
| 1,000 | Stockton & Darlington | 100 | 100 | 200 | 200 | 200 |
| 1,070 | Do. ¾ Shares | 50 | 50 | .. | .. | — |
| 3,000 | South Durham | 50 | 2¾ | ¾ | ¾ | ¾ |
| 4,000 | Sheffield & Rotherham | 25 | 25 | .. | .. | — |
| 20,000 | South Eastern | 50 | 9 | 3 | 2¾ | 2¾ |
| | Ditto New | .. | 3 | 3¾ | 3¾ | 3¾ |
| 40,000 | South Western (Steph.) | 50 | 1 | ¾ | ¾ | ¾ |
| 3,000 | Thames Haven | 50 | 5 | 4¾ | 4¾ | 4¾ |
| 3,000 | Warrington & Newton | 100 | 100 | .. | .. | — |
| 1,800 | Westminster & Greenw. | 50 | 2 | ¾ | ¾ | ¾ |
| 3,000 | West Durham | 50 | 4 | .. | .. | — |
| 6,000 | York & North Midland | 50 | 20 | 30 | 30 | 30 |

## MISCELLANEOUS.

| No. of Shares. | Name of Company. | Amount of Share | Amount paid | Highest Price | Lowest Price | Present Price. |
|---|---|---|---|---|---|---|
| 10,000 | Anglo Mexican Mint | 10 | 10 | 11 | 11 | 11 |
| 10,000 | Anti Dry Rot | 25 | 17¾ | 7 | 6¾ | 7 |
| 10,000 | Asphalte (Claridge) | 20 | 2 | 3¾ | 3¾ | 3¾ |
| 10,000 | Assam Tea Association | 50 | 5 | 4¾ | 4¾ | 4¾ |
| 10,000 | Australian Agricultur. | 100 | 27¾ | 45 | 44¾ | 45 |
| 1,080 | Auction Mart | 50 | 50 | .. | .. | — |
| 8,600 | Brit. Rock & Patent Salt | 50 | 35 | 12 | 12 | 12 |
| 8,000 | Bahia Steam | 10 | 7 | 5¾ | 5¾ | 5¾ |
| 12,500 | Bitumen Bastenne, &c. | 20 | 2 | 1 | 1 | 1 |
| 8,000 | Brit. Americ. Land Co. | .. | 33 | 14 | 14 | 14 |
| 20,000 | Brit. Agricu. Loan Co. | 105 | 5 | .. | .. | — |
| 10,000 | Canada Company | 100 | 32¾ | 27¾ | 27¾ | 27¾ |
| 200,000 | Canada (Upper) Bonds | .. | .. | 91¾ | 91¾ | 91¾ |
| 5,000 | Eastern Coast of Central America (Deb. | 20 | 14 | 8 | 8 | 8 |
| 5,000 | Droitwich Patent Salt | 25 | 25 | 14¾ | 14¾ | 14¾ |
| 2,122 | Do. Proprietors | 100 | .. | .. | .. | — |
| 10,000 | Edinbur. & Leith Glass | .. | 16 | .. | .. | — |
| 2,500 | Essex Marine Salt | 20 | 8 | .. | .. | — |
| 1,000 | Equitable Discount So. | 100 | 25 | .. | .. | — |
| 2,700 | Equitable Rever. Soc. | 100 | 40 | 40 | 40 | 40 |
| 20,000 | General Steam Navig. | 15 | 14 | 25 | 25 | 25 |
| 2,100 | Hungerford Market | 100 | .. | .. | .. | — |
| 10,000 | India Steam Ship Co. | 50 | 3 | .. | .. | — |
| 10,000 | Irish Waste Land Co. | 50 | 1 | ¾ | ¾ | ¾ |
| 8,000 | Lond. Rever. Inter. So. | 50 | 10 | 6 | 6 | 6 |
| 1,800 | London Corn Exchan. | . | . | 25 | 25 | 25 |
| 8,000 | Lond. Caoutchouc Co. | 12¾ | 12¾ | 12¾ | 12 | 12¾ |
| 50,000 | Lond. Equit. Loan Co. | 10 | 2 | .. | .. | — |
| 50,000 | Mexican South Amer. | 10 | 7 | 4¾ | 4¾ | 4¾ |
| | New Corn Ex. | .. | 37¾ | 20¾ | 20¾ | 20¾ |
| | New Brunswick (Land) | .. | 50 | 10 | 10 | 10 |
| 10,000 | Rio Doce | 25 | 4 | 2¾ | 2¾ | 2¾ |
| 2,754 | Rever. Interest Society | 100 | 100 | 136 | 136 | 136 |
| 2,633 | Ditto New | 100 | 80 | 107 | 107 | 107 |
| 220 | S. Devon Shipping Co. | 50 | 50 | .. | . | — |
| 2,000 | Shotts Iron Foundry | .. | 38 | .. | .. | — |
| 10,000 | South Australian | 25 | 12 | 12¾ | 12¾ | 12¾ |
| 10,000 | Safety Carriage Co. | 5 | 3 | 3¾ | 3 | 3¾ |
| 4,000 | Thames Tunnel | 50 | 50 | 9¾ | 9¾ | 9¾ |
| 10,000 | Van Dieman's Land | 100 | 17¾ | 9 | 9 | 9 |

## CANALS.

| No. of Shares. | Name of Company. | Amount of Share | Amount Paid. | Price. | Dividend per Ann. | Next Dividend Payable. |
|---|---|---|---|---|---|---|
| 1,760 | Ashton and Oldham | 98 | 98 | 132 | 7 | Mar. |
| 1,482 | Ashby-de-la-Zouch | 113 | 113 | 70¾ | 4 | Oct. |
| 720 | Barnsley | 160 | 160 | 276 | 13 | Jan. |
| 1,260 | Basingstoke | 100 | 100 | 5 | .. | — |
| 1,005 | Brecknock & Abergav. | 150 | 150 | 90 | 5 | Jan. |
| 8,000 | Birming. 1-16th Share | 79¾ | 79¾ | 220 | 9¾ | June |
| 4,000 | Do. & Liverpool Junct. | 100 | 100 | 26 | .. | — |
| 477 | Bolton and Bury | 250 | 250 | .. | 6 | Jan. |
| 712 | Bridgwater & Taunton | 100 | 100 | .. | 3 | Aug. |
| 400 | Chelmer & Blackwater | 100 | 100 | 101 | 4 | Jan. |
| 16,000 | Carlisle | .. | 21¾ | .. | .. | |
| 500 | Coventry | 100 | 100 | .. | 48 | Nov. |
| 1,500 | Chesterfield | .. | .. | .. | .. | |
| 460 | Cromford | 100 | 100 | 340 | 27 | Jan. |
| 4,546 | Croydon | 31¾ | 31¾ | .. | .. | — |
| 11,810 | Do. Bonds | .. | .. | .. | 5 | Oct. |
| 20,000 | Danube and Mayne | 41¾ | 41¾ | 25¾ | 4 | — |
| 2,060¾ | Dudley | 100 | 100 | 90 | 4 | Sept. |
| 600 | Derby | 100 | 100 | 175 | 11 | Jan. |
| 3,575¾ | Ellesmere & Chester | 133 | 133 | 81 | 3 | Sept. |
| 231 | Erewash | 100 | 100 | 775 | 62 | Oct. |
| 1,297 | Forth and Clyde | 400 | 400 | 605 | 28 | Jan. |
| 11,600 | Grand Junction | 100 | 100 | 190 | 10 | June |
| 2,849¾ | Grand Union | 100 | 100 | 24 | 1 | Oct. |
| 1,500 | Grand Surrey | 100 | 100 | .. | .. | Sept. |
| 120,000 | Do. (optional) Loan | 100 | 100 | 63 | 4 | Dec. |
| 3,096 | Grand Western | 100 | 100 | 12 | .. | — |
| 600 | Glamorganshire | 172¾ | 172¾ | .. | 13¾ | Sept. |
| 1,960 | Gloucester & Berkley | 100 | 100 | .. | .. | |
| 269 | Do. (optional) Notes | 60 | 60 | .. | .. | |
| 749 | Grantham | 150 | 150 | 203 | 10 | May |
| 6,238 | Huddersfield | 57¾ | 57¾ | 35¾ | 2 | Sept. |
| 100 | Kensington | 100 | 100 | 10 | .. | — |
| 25,328 | Kennet and Avon | 40 | 40 | 25 | 1¾ | Sept. |
| 11,699¾ | Lancaster | 47¾ | 47¾ | 25¾ | 1¾ | Mar. |
| 2,897¾ | Leeds and Liverpool | 100 | 100 | 740 | 30 | Nov. |
| 18¾ | Leeds & Liverpl. New | 80 | .. | .. | 16 | May |
| 545 | Leicester | 140 | 140 | 225 | 13 | Jan. |
| 1,897 | Leicester & Northam. | 83¾ | 83¾ | 90 | 6 | Dec. |
| 550 | Lisk. and Looe Un. | 25 | 25 | .. | .. | — |
| 70 | Loughborough | 142¾ | 142¾ | 2200 | 162 | Jan. |
| | Manches., Bol. & Bury | .. | 78 | 66¾ | .. | — |
| 2,409 | Monmouthshire | 100 | 100 | 202 | 10 | Dec. |
| 700 | Montgomeryshire | 100 | 100 | 90 | 4¾ | Aug. |
| 250 | Melton Mowbray | 100 | 100 | 200 | 10 | July |
| 500 | Mersey and Irwell | 100 | 100 | 560 | 35 | Oct. |
| 3,000 | Macclesfield | 100 | 100 | 51 | 2 | — |
| 247 | Neath | 100 | 100 | 325 | 17 | July |
| 100 | Nene Navig. Bds. | 100 | 100 | .. | .. | — |
| 1,786 | Oxford | 100 | 100 | 600 | 30 | Sept. |
| 521 | Oakham | 130 | 130 | 52 | 3¾ | May |
| 2,400 | Peak Forest | 78 | 78 | 104 | 5 | Dec. |
| 2,520 | Portsmouth & Arundel | 50 | 50 | .. | .. | — |
| 21,418 | Regent's (or London) | 33¾ | 33¾ | 15 | 12s | July |
| 5,669 | Rochdale | 85 | 85 | 100 | 6 | May |
| 500 | Shropshire | 125 | 125 | 137 | 8 | Dec. |
| 800 | Somerset Coal | 150 | 150 | 151¾ | 9¾ | Dec. |
| 36,000 | Do. Lock Fund Stock | 12¾ | 12¾ | 11¾ | 4¾ | Dec. |
| 700 | Stafford. & Worcester | 140 | 140 | 650 | 40 | Jan. |
| 500 | Shrewsbury | 125 | 125 | 280 | 9 | Nov. |
| 300 | Stourbridge | 145 | 145 | 330 | 12 | Jan. |
| 3,647 | Stratford-on-Avon | 79¾ | 79¾ | 45¾ | 2 | Aug. |
| 200 | Stroudwater | 150 | 150 | .. | 24 | Nov. |
| 533 | Swansea | 100 | 100 | 280 | 15 | Nov. |
| 3,762 | Severn & Wye & Railw. | 35 | 35 | 39 | 2¾ | Sept. |
| 1,300 | Thames & Severn blk. | 100 | 100 | 35 | 1¾ | June |
| 1,150 | Do. Do. red | 100 | 100 | — | 1¾ | June |
| 2,608¾ | Trent & Mersey ¾ Sh. | 50 | 50 | 585 | 32¾ | June |
| 350 | Tavistock (mineral) | 100 | 100 | .. | 2 | Mar. |
| 8,140 | Thames and Medway | 19¾ | 19¾ | 2 | .. | |
| 3,344 | Do. New | .. | . | .. | . | |
| 1,000 | 1,000¾ Warwick & Bir. | 100 | 100 | 28. | 16 | May |
| 980 | Warwick and Napton | 100 | 100 | 201 | 15 | Nov. |
| 6,000 | Worcester & Birming. | 78 | 78 | 72¾ | 4 | Feb. |
| 5,000 | Wilts and Berks | 67¾ | 67¾ | 25 | 1¾ | May |
| 800 | Wyrley and E'sington | 125 | 125 | 75 | 3 | Jan. |
| 126 | Wisbeach | 105 | 105 | 45 | .. | — |
| 905 | Wey and Arun | 110 | 110 | 22¾ | 1 | May. |

## ASSURANCE COMPANIES.

| No. of Shares. | Name of Company. | Amount of Share | Amount Paid. | Price. | Dividend per Ann. | Next Dividend Payable. |
|---|---|---|---|---|---|---|
| 2,000 | Albion | 500 | 50 | 71¾ | 3¾ | Dec |
| 50,000 | Alliance Brit. & Forei. | 100 | 10¾ | 14¾ | 5 | Oct. |
| 50,000 | Do. Marine | 100 | 5 | 6 | 5 | Jan. |
| 24,000 | Atlas | 50 | 5 | 14¾ | ¾ | July |
| 1,200¾ | Birmingham Fire | 250 | 25 | 107¾ | 5 | May |
| 20,000 | British Fire | 250 | 50 | 40 | 4 | Sep. |
| 12,000 | British Comercial | 50 | 5 | 6 | 6 | Dec. |
| 5,000 | Cler. Med. & Gen. Life | 100 | 7¾ | 4 | 5 | Aug. |
| 4,000 | County | 100 | 10 | 42 | 2¾ | Dec. |
| 20,000 | Eagle | 50 | 5 | 3¾ | ¾ | Oct. |
| 200 | Economic Life | 1000 | 250 | 273 | 5 | Jan. |
| 5,000 | Edinburgh Life | 100 | 10 | — | 6 | Jan. |
| 2,271 | European Life | 20 | 20 | 22 | 1¾ | Jan. |
| 50,000 | Ditto New | 20 | 2 | 1¾ | 2s | Jan. |
| 1,000,000 | Globe ... Stock | 100 | 100 | 145 | 7 | Dec. |
| 20,000 | Guardian | 100 | 27¾ | 30 | 5 | July |
| 7,500 | Hercules | .. | 10 | 6 | .. | — |
| 40,000 | Hope | 50 | 5 | 4 | 6s6 | Sep. |
| 2,400 | Imperial Fire | 500 | 50 | 137¾ | 3¾ | Dec. |
| 7,500 | Imperial Life | 100 | 10 | 10¾ | 9s | July |
| 15,456 | Indemnity Marine | 100 | 5¾ | 25 | 5 | Sept. |
| 100,000 | Insurance Co. of Scot. | — | 10 | .. | .. | — |
| 2,030 | Kent Fire | 50 | 40 | .. | 3¾ | Feb. |
| | Do. Life | .. | .. | 79 | 3 | — |
| 10,000 | Law Life | 100 | 10 | 30 | 16s | April |
| | Liverp. Marine Assur. | .. | 25 | .. | . | — |
| 3,000 | London, Fire | 25 | 12¾ | 17¾ | ¾ | Sep. |
| 31,000 | London, Ship | 25 | 12¾ | 18 | ¾ | Sep. |
| 50,000 | North British | .. | 10 | .. | .. | — |
| 31,000 | National Life | 100 | 5 | 10 | 6 | July |
| 20,000 | Palladium Life | 50 | 2 | 2¾ | 5 | Jan. |
| 50,000 | Protector Life | .. | 1 | ¾ | 4 | — |
| 2,500 | Provident Life | 100 | 10 | 20 | 1 | June |
| 100,000 | Rock Life | 20 | 2 | 7 | 3s | Oct. |
| 690,220 | Royal Exchan. Stock | . | . | 220 | 5 | Dec. |
| 200,000 | Scottish Union | .. | 1 | .. | .. | — |
| 20,000 | Standard of England | 50 | 5 | .. | 5 | May |
| | Sun | .. | .. | 208¾ | .. | Dec. |
| 5,000 | Universal Life | 100 | 5 | 7¾ | 5 | May |
| 1,500 | Union | .. | 20 | 100 | .. | — |
| 4,000 | University Life | 100 | 5 | 7¾ | 5 | July |
| 30,000 | United Kingdom Life | 20 | 2 | — | 4 | — |
| 50 | Westminster Life | 1000 | 1000 | — | .. | — |
| 10,000 | West of Scotland | .. | 10 | .. | .. | — |

## JOINT STOCK BANKS

| No. of Shares. | Name of Company. | Amount of Share | Amount paid. | Price. | Dividend per Ann. | Next Dividend payable. |
|---|---|---|---|---|---|---|
| 25,000 | Agric. & Com. of Irel. | 25 | 10 | .. | .. | — |
| 5,000 | Australasia | 40 | 40 | 68 | 8 | Jan. |
| 1,500,000 | Bank of Scotland | .. | 83¾ | 204 | .. | — |
| 20,000 | Birmingham Bank | 20 | 10 | 25 | 10 | Sept. |
| 500,000 | British Linen Co. | 100 | 100 | .. | .. | — |
| 20,000 | British North Amer. | 50 | 25 | 25¾ | 10 | — |
| 100,000 | Commercial | 5 | 5 | 5¾ | 7 | — |
| 20,000 | Colonial | 100 | 25 | 20 | .. | — |
| 5,000 | Devon and Cornwall | 100 | 25 | 45 | 8 | — |
| 3,000 | Equitable Loan Co. | .. | 9 | 10 | .. | — |
| 10,000 | Foreign Banking Co | . | 3 | 9 | .. | — |
| 2,000,000 | Glasgow Union | 50 | 50 | 65 | . | — |
| 10,000 | Gloucestershire | 50 | 10 | 25 | 10 | Feb. |
| 6,000 | Hampshire | 50 | 5 | .. | 10 | Aug. |
| 10,000 | Hibernian | 100 | 25 | 21 | 4 | — |
| 3,000 | Devon & Cor. Bg. Co. | .. | 20 | 36 | .. | — |
| 30,000 | London & Westmins. | 100 | 20 | 23¾ | 5 | Mar. |
| 3,000 | Lancaster | 100 | 20 | .. | 10 | Aug. |
| 25,000 | Liverpool | 100 | 12¾ | 23¾ | 6 | July |
| 60,000 | Lond. Joint Stock Co. | 50 | 10 | 13¾ | 5 | June |
| 50,000 | Manch. & Liver. Dis. | 100 | 15 | 16¾ | 7¾ | Mar. |
| 20,000 | Manchester | 100 | 25 | 27 | 7¾ | Oct. |
| 25,000 | Monm. & Glamorg. | 20 | 10 | 16 | 10 | Aug. |
| 20,000 | North & South Wales | 10 | 10 | 10¾ | 6 | — |
| 5,000,000 | National Scotland | .. | 10 | 13 | .. | — |
| 20,000 | Natl. Bank of Ireland | 50 | 17¾ | 17 | 5 | — |
| 10,000 | Nat. Provincl. Engl. | 100 | 35 | 37 | 5 | Jan. |
| 60,000 | Nor. & Cnt. B. of Eng. | 10 | 10 | 3 | 5 | Dec. |
| 10,000 | North Wilts | 25 | 5 | 9 | 7 | — |
| 20,000 | Prov. Bk. of Ireland | 100 | 25 | 43 | 8 | July |
| 4,000 | Ditto New | 10 | 10 | 16¾ | 8 | — |
| 2,000,000 | Royal of Scotland | . | 109 | .. | .. | — |
| 7,000 | South African | .. | .. | 5 | .. | — |
| 20,000 | S. of Ireland, Cork | 25 | 5 | 5 | . | — |
| 4,000,000 | Western of Scotland | .. | 30 | .. | .. | — |
| 20,000 | W. of Eng. & S. W. Dis | 20 | 12¾ | 12¾ | 5 | July |
| 20,000 | Wilts and Dorset | 15 | 7¾ | 7¾ | 5 | — |

## GAS LIGHT AND COKE COMPANIES

| No. of Shares. | Name of Company. | Amount of Share | Amount paid. | Price. | Dividend per Ann. | Next Dividend payable. |
|---|---|---|---|---|---|---|
| 10,000 | Alliance | 10 | 5 | .. | .. | — |
| 2,500 | Bath | 20 | 16 | .. | 1¾ | Sept. |
| 600 | Bradford | 25 | 25 | .. | 10 | — |
| 5,000 | British | 40 | 16 | 21¾ | 1¾ | Nov. |
| 5,000 | Do. Provincial | 20 | 19 | 24¾ | .. | — |
| 928 | Birmingham | 50 | 50 | 93 | 5¾ | July. |
| 2,400 | Birm. & Staffordshire | 50 | 50 | 72¾ | 4 | Sept. |
| 600 | Brentford | 50 | 50 | 30 | 4 | April |
| 4,250 | Bristol | 20 | 20 | 36 | 2 | Feb. |
| 1,500 | Brighton | 20 | 20 | 11 | 3¾ | — |
| 750 | Do. New | 20 | 18 | 9 | 3¾ | — |
| 2,471 | Brighton, General | 20 | 20 | 10¾ | 4¾ | Nov. |
| 363 | Carlisle | 25 | .. | .. | .. | — |
| 4,000 | Continental Consolidat. | 75 | 62¾ | 100 | 5 | — |
| 240 | Canterbury | 50 | 50 | 55 | 6 | Jan. |
| 700 | Chelmsford | 50 | 50 | 42 | 4 | Dec. |
| 300 | Cheltenham | 50 | 50 | 75 | 8 | Oct. |
| 1,000 | City of London | 100 | 100 | 195 | 10 | Sept. |
| 1,000 | Do. New | 100 | 60 | 114 | 6 | Dec. |
| 800 | Coventry | 25 | 25 | 25 | .. | — |
| 200 | Derby | 50 | 50 | .. | .. | — |
| 180 | Dover | 50 | 50 | .. | .. | — |
| 600 | Dudley | 20 | 20 | 18¾ | 5 | — |
| 4,500 | Edinburgh Coal Gas | 25 | 25 | .. | .. | — |
| | Edinburgh and Alloa | .. | 14 | .. | .. | — |
| 240 | Exeter | 50 | 50 | .. | .. | — |
| 4,000 | Equitable | 50 | 50 | 24¾ | 4¾ | April |
| 10,000 | European | 20 | 15 | .. | .. | Aug. |
| 4,450 | Glasgow | 25 | .. | .. | .. | — |
| 20,000 | Greenwich Railw. Gas | .. | 1 | .. | .. | — |
| 10,000 | Imperial | 50 | 50 | 50¾ | 5 | — |
| 85,000 | Do. Bonds | 100 | 100 | .. | 4 | — |
| 1,200 | Ipswich | .. | 10 | .. | .. | — |
| 800 | Isle of Thanet | 25 | 20 | 20 | 5 | Aug. |
| 2,350 | Independent | 30 | 30 | 48 | 6 | Oct. |
| 240 | Leicester | 50 | 50 | .. | .. | — |
| 750 | Leith Coal Gas | 20 | 20 | .. | .. | — |
| 500 | Liverpool | 242¾ | 242¾ | 372 | 32 | — |
| | Do. N. Gas and Coke | 100 | 100 | 97 | .. | — |
| | Do. (New Do.) | .. | 60 | .. | .. | — |
| 200 | Maidstone | 50 | 50 | 100 | 10 | Feb. |
| 9,000 | Phœnix | 50 | 39 | 28 | 3 | June |
| 579 | Portsea | .. | 53 | .. | .. | — |
| 304 | Poplar | 50 | 50 | .. | .. | — |
| 1,000 | Ratcliff | 100 | 80 | 60¾ | 4 | Sept. |
| 480 | Rochdale | .. | 15 | .. | .. | — |
| 4,000 | South Metropolitan | 50 | 19 | 18 | 2¾ | Aug. |
| 1,600 | Sheffield | .. | 16¾ | .. | .. | — |
| 1,000 | Shrewsbury | .. | 10 | .. | .. | — |
| 120 | Swansea | 50 | 50 | .. | .. | — |
| 8,200 | United General | 50 | 46 | 37 | 5 | Jan. |
| 240 | Warwick | 50 | 50 | 50 | 5 | Jan. |
| 400 | Wakefield | 25 | 25 | 22¾ | 1¾ | Jan. |
| 750 | Warrington | 20 | 20 | 24 | 1 | Oct. |
| 12,000 | Westminster Chartered | 50 | 50 | 24 | 3 | Dec. |
| 6,000 | Ditto New | 50 | 10 | 10¾ | 12s | Dec. |
| 200 | Worthing | 50 | 50 | .. | 5 | Aug. |
| 800 | Yarmouth | | | | | |

## DOCKS.

| No. of Shares. | Name of Company. | Amount of Share | Amount paid. | Price. | Dividend per Ann. | Next Dividend payable. |
|---|---|---|---|---|---|---|
| 600,105l. | Commercial | 100 | 100 | 65¾ | 3 | July |
| | East and West India Stock | 100 | 100 | 111 | .. | Jan. |
| 1,038 | East Country | 100 | 100 | 9¾ | .. | — |
| 323,8,310l.5s | 10 London.. Stk | .. | .. | 67¾ | 2¾ | Dec. |
| | Ditto Bonds | .. | .. | 100 | 4 | — |
| 2,200 | Bristol | 147¾ | 147¾ | 80 | 2/19 | Dec. |
| 68,324 | Ditto Notes | .. | .. | 113 | 5 | Nov. |
| 570 | Folkestone Harbour | 50 | 50 | .. | .. | — |
| 15,000 | Ditto Bonds | .. | . | .. | 5 | — |
| 11,000 | Grand Collier Docks | 50 | 1 | 1¾ | .. | — |
| 1,352,752 | St. Katharine.. Stock | 100 | 100 | 110 | 5 | Jan. |
| 500,000 | Ditto Bonds | .. | .. | 101¾ | 4¾ | Oct. |
| 200,000 | Do. Bonds for 10 years | .. | .. | 100 | 4 | Oct. |
| 2,500 | Deptford Pier | 20 | 3 | 11 | .. | — |
| | Southampton | 50 | 5 | 2¾ | .. | — |

## BRIDGES.

| No. of Shares. | Name of Company. | Amount of Share | Amount paid. | Price. | Dividend per Ann. | Next Dividend payable. |
|---|---|---|---|---|---|---|
| 1,000 | Hammersmith | 50 | 50 | 21 | 1s | Jan |
| 7,231 | Southwark w. new sub. | 63¾ | 63¾ | 2 | .. | — |
| 1,700 | Do. New of 7¾ per cent. | 50 | 50 | 14 | 1¾ | Dec. |
| 5,849 | Vauxhall | 70¾ | 70¾ | 25¾ | 17s | Dec. |
| 5,000 | Waterloo | 100 | 100 | 3¾ | .. | — |
| 5,000 | Do. old Annuities of 8l. | 60 | 60 | 24¾ | 16s 8 | Feb. |
| 5,000 | Do. new do. of 7l. | 40 | 40 | 21¾ | 16s 4 | Feb. |
| 30,000 | Ditto Bonds | .. | . | 120 | 5 | Feb. |

## WATER WORKS.

| No. of Shares. | Name of Company. | Amount of Share | Amount paid. | Price. | Dividend per Ann. | Next Dividend payable. |
|---|---|---|---|---|---|---|
| 4,800 | Birmingham | 25 | 25 | 20 | 9s | — |
| 121 | Colchester | 100 | 100 | .. | .. | — |
| 4,433 | East London | 100 | 100 | 172 | 6 | Jan. |
| 4,000 | Glasgow | 50 | 50 | . | .. | — |
| 5,540 | Grand Junction | 46¾ | 46¾ | 60 | 2¾ | Jan. |
| 5,400 | Edinburgh Joint Stock | 25 | 25 | .. | .. | — |
| 2,000 | Kent | 100 | 100 | 45 | 2 | Jan. |
| 372 | Liverpool Bootle | 220 | 220 | 226 | 10 | Jan. |
| 1,500 | New River Lond. Bridge Water Annuities | .. | .. | 42 | 2¾ | Oct. |
| 6,498 | Manchester & Salford | 100 | 30 | 30¾ | 1¾ | Mar. |
| 800 | Portsea Island | 50 | 50 | .. | .. | — |
| 450 | Portsmouth & Farlington | 50 | 50 | 21 | 1 | — |
| 8,000 | Ramsgate | 10 | 9 | 10 | . | — |
| 1,000 | Vauxhall, late So. Lond. | 100 | 100 | 101 | 4¾ | Oct. |
| 9,300 | West Middlesex | 63¾ | 63¾ | 103 | 4¾ | Dec. |
| 1,200 | York Building Co. L. P. | 100 | 100 | 35 | 1/14 | Oct. |

## ROADS.

| No. of Shares. | Name of Company. | Amount of Share | Amount paid. | Price. | Dividend per Ann. | Next Dividend payable. |
|---|---|---|---|---|---|---|
| 300 | Archw. and Kent Tu. | 50 | 30 | .. | 1 | 1 & 7 |
| 300 | Barking | 100 | 100 | 22¾ | 1¾ | 1 & 7 |
| 1,000 | Commercial | 100 | 100 | 75 | 5 | 1 & 7 |
| 2,000 | Do. East India Dock Br. | 100 | 100 | 3 | 5 | 1 & 7 |
| 492 | Great Dover Str. | .. | 79 | .. | 1¾ | 1 & 7 |
| 2,393 | Highgate Archway | .. | 366¾ | 2 | .. | — |
| 11,493¾ | New North Rd. Stock | 100 | 100 | . | . | — |

## LITERARY INSTITUTIONS.

| No. of Shares. | Name of Company. | Amount of Share | Amount paid. | Price. | Dividend per Ann. | Next Dividend payable. |
|---|---|---|---|---|---|---|
| 400 | Adelaide Gal. of Science | 50 | .. | . | . | — |
| 1,000 | London, w. Bronze Tick. | 75 | 75 | 17 | . | — |
| 1,300 | London University | 100 | 100 | 15 | .. | — |
| 700 | Russell | 25 | 25 | 6 | . | — |
| | King's College | 100 | 100 | 20 | .. | — |

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